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GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY: ANNUAL
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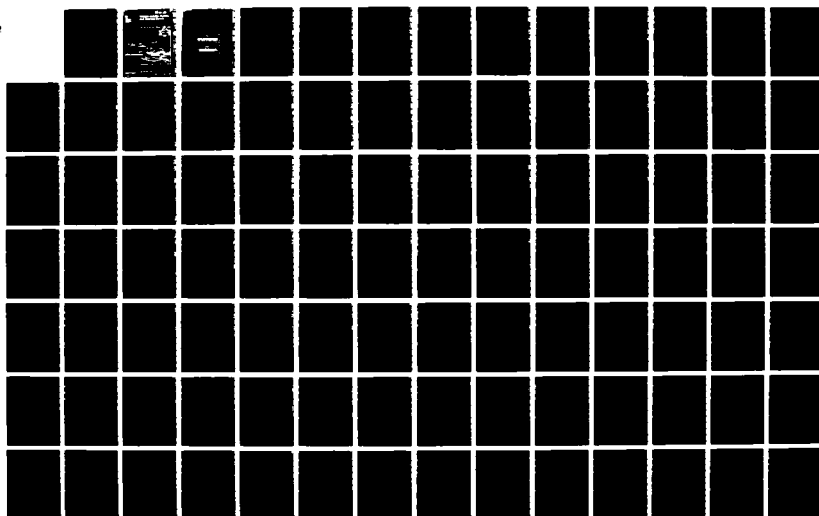
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GENERAL AVIATION ACTIVITY
AND AVIONICS SURVEY

AD-A189 986

Annual Summary Report 1986 Data

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December 1987

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Office of Management Systems
Management Standards and Statistics Division

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| 16. Abstract <p>→ This report presents the results and a description of the 1986 General Aviation Activity and Avionics Survey. The survey was conducted during 1987 by the FAA to obtain information on the activity and avionics of the United States registered general aviation aircraft fleet, the dominant component of civil aviation in the U.S. The survey was based on a statistically selected sample of about 10.5 percent of the general aviation fleet. A response rate of 54.6 percent was obtained. Survey results are based upon responses but are expanded upward to represent the total population.</p> <p>Survey results revealed that during 1986 an estimated 34.4 million hours of flying time were logged and 95.1 million operations were performed by the 220,044 active general aviation aircraft in the U.S. fleet. The mean annual flight time per aircraft was 148.9 hours. The active aircraft represented about 81.9 percent of the registered general aviation fleet. The report contains breakdowns of these and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Also included are fuel consumption, lifetime airframe hours, avionics, engine hours, and miles flown estimates, tables for detailed analysis of the avionics capabilities of the general aviation fleet, estimates of the number of landings, IFR hours flown, and the cost and grade of fuel consumed by the GA fleet. <i>Keywords:</i></p> | | | |
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PREFACE

This report presents the results of the 1986 General Aviation Activity and Avionics Survey. The survey is the continuation of an FAA data collection program to gain information on the activities and avionics equipment of the general aviation aircraft fleet. The results represent the cumulative effort of several agencies within the Department of Transportation. Within the FAA, the Management Standards and Statistics Division sponsored and coordinated the activities associated with the survey. The Transportation Systems Center (TSC), under Project Plan Agreement with the FAA, and with contract support from the Systems Development Corporation, developed the sample design and computer system for sample selection, data editing and estimation of results, ran the system during survey production, analyzed survey results, and prepared the survey report. DYNATREND, Incorporated produced the camera-ready copy of this report.

Individual contributions to this survey include: Lawrence R. Kelly, Jr., Nicholas Soldo and Shung-Chai Huang, AMS-420, who sponsored the project; Donald Wright, and Michael Rossetti, TSC, who managed the project; Randhir Chhatwal and Jiwan Seth of Unisys Corporation, who revised the computer programs for the 1986 survey and performed the production runs to produce the estimates contained in this report; and James Kelley of DYNATREND, Incorporated, who provided editorial support.

Distribution: ZMS-348D.

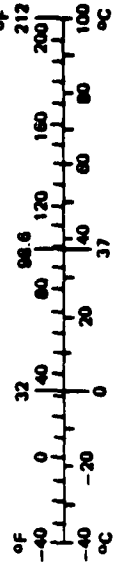


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METRIC CONVERSION FACTORS

| Approximate Conversions to Metric Measures | | | | Approximate Conversions from Metric Measures | | | |
|--|------------------------|----------------------------|---------------------|--|-----------------------------------|-------------------|------------------------|
| Symbol | When You Know | Multiply by | To Find | Symbol | When You Know | Multiply by | To Find |
| LENGTH | | | | LENGTH | | | |
| in | inches | 2.5 | centimeters | mm | millimeters | 0.04 | inches |
| ft | feet | 30 | centimeters | cm | centimeters | 0.4 | inches |
| yd | yards | 0.9 | meters | m | meters | 3.3 | feet |
| mi | miles | 1.6 | kilometers | km | kilometers | 1.1 | yards |
| | | | | | | 0.6 | miles |
| AREA | | | | AREA | | | |
| m ² | square inches | 6.5 | square centimeters | cm ² | square centimeters | 0.16 | square inches |
| ft ² | square feet | 0.09 | square meters | m ² | square meters | 1.2 | square yards |
| yd ² | square yards | 0.8 | square meters | km ² | square kilometers | 0.4 | square miles |
| mi ² | square miles | 2.6 | square kilometers | ha | hectares (10,000 m ²) | 2.5 | acres |
| | acres | 0.4 | hectares | | | | |
| MASS (weight) | | | | MASS (weight) | | | |
| oz | ounces | 28 | grams | g | grams | 0.036 | ounces |
| lb | pounds | 0.45 | kilograms | kg | kilograms | 2.2 | pounds |
| | short tons (2000 lb) | 0.9 | tonnes | t | tonnes (1000 kg) | 1.1 | short tons |
| VOLUME | | | | VOLUME | | | |
| ts | teaspoons | 5 | milliliters | ml | milliliters | 0.03 | fluid ounces |
| Tbsp | tablespoons | 15 | milliliters | l | liters | 2.1 | pints |
| fl oz | fluid ounces | 30 | milliliters | l | liters | 1.06 | quarts |
| c | cups | 0.24 | liters | l | liters | 0.26 | gallons |
| pt | pints | 0.47 | liters | m ³ | cubic meters | 36 | cubic feet |
| qt | quarts | 0.96 | liters | m ³ | cubic meters | 1.3 | cubic yards |
| gal | gallons | 3.8 | liters | | | | |
| ft ³ | cubic feet | 0.03 | cubic meters | | | | |
| yd ³ | cubic yards | 0.76 | cubic meters | | | | |
| TEMPERATURE (exact) | | | | TEMPERATURE (exact) | | | |
| °F | Fahrenheit temperature | 5/9 (after subtracting 32) | Celsius temperature | °C | Celsius temperature | 9/5 (then add 32) | Fahrenheit temperature |

* 1 in. = 2.54 cm (exactly). For other exact conversions and more detail tables see NBS Misc. Publ. 268, Units of Weight and Measures. Price \$2.25 SD Catalog No. C13 10 268.



EXECUTIVE SUMMARY

This report presents the results of the tenth General Aviation Activity and Avionics Survey, conducted in 1987 by the Federal Aviation Administration to obtain information on the activities and avionics of the 1986 general aviation aircraft fleet, the major component of civil aviation in the United States. The FAA selected a statistically designed sample of about 10.5 percent of the registered general aviation fleet to be included in the survey. The sampled aircraft represented all states and FAA regions, and all of the major manufacturer/model groups of aircraft. The survey was conducted through a mailed questionnaire, yielding in total a response rate of 54.6 percent.

Some important survey findings appear below:

- An estimated 34.4 million hours of flying time were logged by the 220,044 active general aviation aircraft in the U.S. fleet during 1986. The active aircraft had a mean flight time per aircraft of 148.9 hours and represented about 81.9 percent of the registered general aviation fleet. These statistics portray an overall increase in general aviation activity from 1985 to 1986, with total hours increasing 0.9 percent and number of active aircraft rising 4.5 percent.
- Turboprop and turbojet aircraft averaged a greater number of flight hours per aircraft than other aircraft types with 423 hours and 354 hours, respectively. Twin engine turboprops with 13 or more seats flew about 1013 hours per aircraft. In contrast, single engine piston powered aircraft with fewer than four seats averaged approximately 125 hours.
- An estimated 95.1 million operations (takeoffs and landings) were performed by the active aircraft. About 62 percent were in local flight and 38 percent in cross-country flight.
- The most common primary use of general aviation aircraft was personal for an estimated 55 percent of the active fleet, followed by business for 20 percent of the fleet, instructional for 7 percent of the fleet, and executive for 5 percent of the fleet.
- The most populous region in terms of active aircraft was the Western-Pacific Region, which housed an estimated 18 percent of all active general aviation aircraft, followed closely by the Great Lakes Region with 17 percent. The most populous state was California, which housed 14 percent of the registered aircraft.
- About 85 percent of the general aviation aircraft had two-way VHF communication equipment, about 67 percent were equipped with 4096-code transponders, about 56 percent had at least one component of an instrument landing system, and about 79 percent had some form of navigation equipment. About 40 percent had automated guidance and control equipment, such as a flight director or autopilot.

- An estimated 28.3 percent of general aviation aircraft had avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 63.3 percent of the general aviation fleet could not fly above 12,500 feet due to avionics limitations alone.
- An estimated 41 percent of the active general aviation fleet flew by instrument flight rules (IFR) at some time during 1986.
- About 75 percent of the total hours logged by the 1986 general aviation fleet were flown in visual meteorological (VM) conditions during the day. Aircraft flown in VM night, instrument meteorological (IM) day, and IM night conditions accounted for 9 percent, 10 percent, and 4 percent of the total hours flown, respectively.
- The general aviation aircraft fleet consumed an estimated 1,141 million gallons of fuel during 1986: 409 million gallons of aviation gasoline and 732 million gallons of jet fuel.
- The general aviation aircraft fleet flew an estimated 4,278 million air miles during 1986.

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1. INTRODUCTION

1.1 GENERAL

1.1.1 Purpose of Survey

The purpose of the General Aviation Activity and Avionics Survey is to provide the Federal Aviation Administration (FAA) with information on the activity and avionics of the general aviation fleet. Figure 1.1 underscores the importance of general aviation to the United States civil air fleet. During calendar year 1986, general aviation composed over 98 percent of the U.S. civil air fleet¹, accounted for nearly 89 percent of civil operations at U.S. airports², and logged almost 79 percent of the total hours flown by the U.S. civil air fleet³. The information obtained from the survey enables the FAA to monitor the general aviation fleet so that it can, among other activities, anticipate and meet demand for National Airspace System facilities and services, assess the impact of regulatory changes on the general aviation fleet, and implement measures to assure the safe operation in the airspace of all aircraft.

1.1.2 Background

Prior to the current survey method, the FAA used the Aircraft Registration Eligibility, Identification, and Activity Report, AC Form 8050-73, in its data collection program on general aviation activity and avionics. The form, sent annually to all owners of civil aircraft in the U.S., served two purposes: (1) Part 1

¹Air Carrier: FAA Statistical Handbook of Aviation, Calendar Year 1986, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1987), Table 5.1.

Note: Air carrier and aircraft operations as used in this publication are calculated by subtracting Air Taxi, Commuter, and Air Travel Clubs aircraft and operations from the All Carriers figure in Table 5.1 of the Handbook.

General Aviation: Table 2-6.

²Air Carrier: FAA Air Traffic Activity, Fiscal Year 1986, Federal Aviation Administration, (Washington, DC, 1987), Table 1B.

General Aviation: Table 2-36.

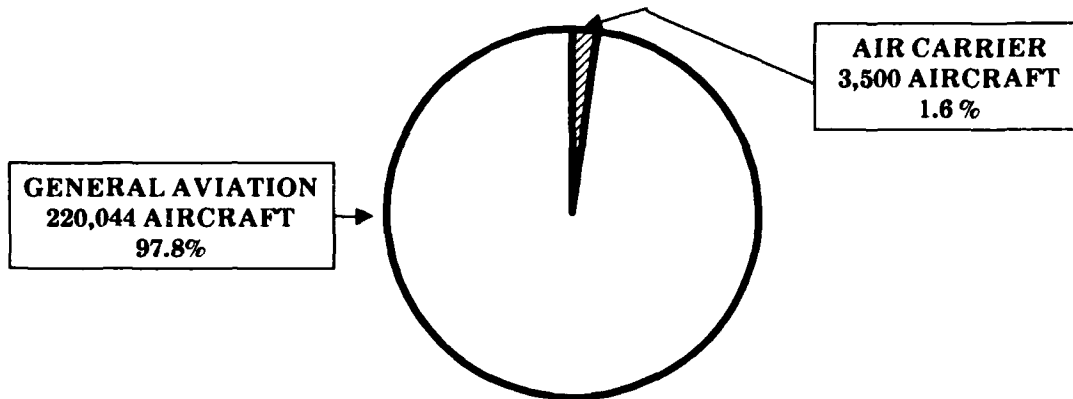
Note: General aviation as used in the survey combines both general aviation and air taxi from Table 1B of Air Traffic Activity.

³Air Carrier: FAA Statistical Handbook of Aviation, Calendar Year 1986, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1987), Table 5.1.

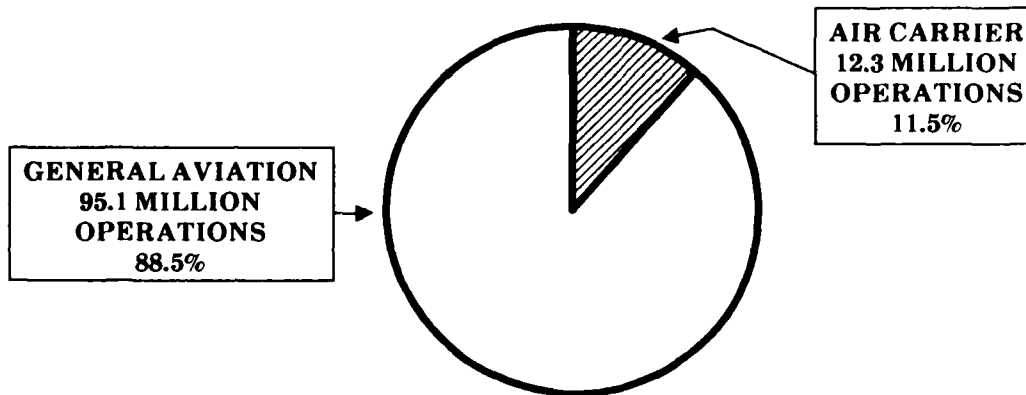
Note: Air carrier hours as used in this publication are calculated by subtracting hours for Air Taxi, Commuters, and Air Travel Clubs from Air Carrier hours in Table 5.1 of the Handbook.

General Aviation: Table 2-4.

ACTIVE U.S. CIVIL AIR FLEET



OPERATIONS AT U.S. AIRPORTS



FLYING TIME

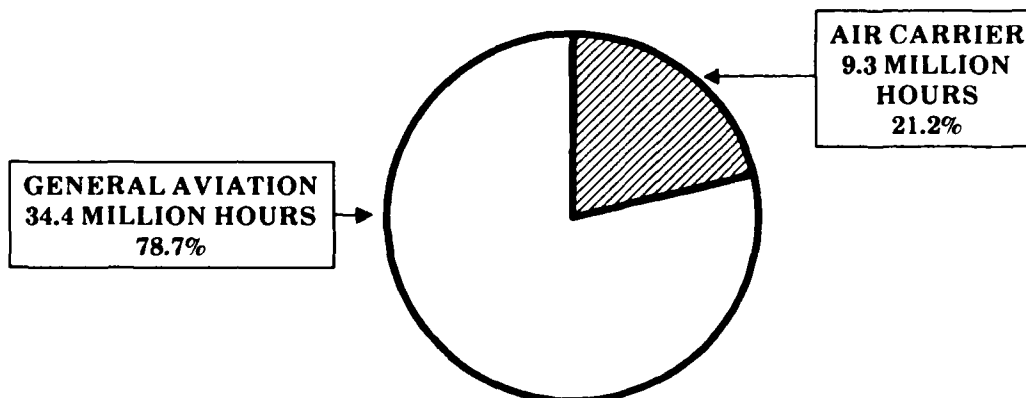


FIGURE 1.1. A COMPARISON OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1986

was the mandatory aircraft registration renewal form, (2) Part 2 was voluntary and applied to general aviation aircraft only, asking questions on the owner-discretionary characteristics of the aircraft such as flight hours, avionics equipment, base location, and use. In 1978, the FAA replaced AC Form 8050-73 with a new system: Part 1 was replaced by a triennial registration program; Part 2 was replaced by the General Aviation Activity and Avionics Survey, FAA Form 1800-54. (See Appendix A.3.) The survey was to be conducted annually based on a statistically selected sample of general aviation aircraft, requesting the same type of information as Part 2 of AC Form 8050-73. The first General Aviation Activity and Avionics Survey took place in 1978, collecting data on the 1977 general aviation fleet. The 1986 statistics in this report were derived from the tenth survey, which took place in 1987. Benefits resulting from the new method of data collection included quicker processing of the results, improved data quality, and a considerable savings in time and money to both the public and the Federal Government.

1.2 SURVEY COVERAGE

1.2.1 Aircraft

The General Aviation Activity and Avionics Survey covers, through a stratified probability sample, all general aviation aircraft registered in the United States. The term "general aviation," as used for this survey, is defined as all aircraft in the U.S. civil air fleet except those operated under Federal Aviation Regulations (FAR) Parts 121 and 127. FAR Part 121, as modified by Special Federal Aviation Regulation 38 (SFAR-38), governs air carriers carrying passengers and cargo for hire and conducting scheduled and charter operations with aircraft having a seating capacity of more than 30 seats and/or a payload capacity of more than 7,500 pounds. General aviation thus includes aircraft operated under:

Part 91: General operating and flight rules.

Part 125: Certification and operations: Airplanes having a seating capacity of 20 or more passengers or a maximum payload capacity of 6,000 pounds or more.

Part 133: Rotorcraft external-load operations.

Part 135: Air taxi operators and commercial operators.

Part 137: Agricultural aircraft operations.

The term "general aviation" is not always defined in the same way from aviation publication to aviation publication, and thus is often a source of confusion to users of general aviation statistics. The point on which the various definitions disagree is under what categorization - air carrier or general aviation - air taxis and commuter air carriers operating under FAR Part 135, and air travel clubs operating under FAR part 125 should be included. The General Aviation Activity and Avionics Survey has always used the above definition for general aviation, which includes the air taxis, commuter air carriers and air travel clubs. Thus, it is essential for the user to understand thoroughly the definition of general aviation as it applies to the sources he is using so that proper comparisons of data can be made.

General aviation offers such varied services as air taxi, air cargo, industrial, agricultural, business, personal, instructional, research, patrol, and sport flying. General aviation aircraft range in complexity from simple gliders and balloons to four engine turbojets.

Certain aircraft meeting the general aviation criteria have been excluded from the survey. This group consists of aircraft registered to dealers, aircraft in the process of being sold or with registration pending, and aircraft for which not enough information was available to categorize them properly for sampling purposes.

1.2.2 Geographic

The sample survey conducted by the FAA covers general aviation aircraft registered with the United States Aircraft Registry as of December 31, 1986. Over 99 percent of these aircraft are registered to owners living in the 50 states; Washington, D.C.; Puerto Rico; and other U.S. territories.¹ About 0.1 percent of aircraft registered to owners living in foreign countries were excluded from the survey.

1.2.3 Content

Appendix A.3 contains a copy of the survey questionnaire, FAA Form 1800-54. The questionnaire requests the owner to provide the following information on the sampled aircraft's characteristics and uses for various periods:

- 1) Hours by use, IFR hours, percentage of hours flown in Instrument Meteorological (IM) and Visual Meteorological (VM) conditions during the day and evening, fuel consumption grade and cost, and number of local and cross-country landings for entire calendar year 1986,
- 2) Airframe hour reading and location of aircraft base as of December 31, 1986, and
- 3) Avionics equipment currently on board.

1.3 SURVEY METHOD

The method of collecting data used by the FAA for this survey was the mail questionnaire, sent to the owners of the sampled aircraft in two mailings. The first mailing in April 1987, covered all 28,299 aircraft in the sample and had a response rate of 38.8 percent as shown in Table 1-1. This was about 72.1 percent of the total responses to the survey. The second mailing conducted in May 1987, included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 28.0 percent which accounted for 27.9 percent of the total responses to the survey. The combined response rate for the two mailings was 54.6 percent.

¹Source: FAA Aircraft Registration Master File as of December 31, 1986.

**TABLE 1-1. SUMMARY OF RESPONSE INFORMATION
BY SURVEY PHASE**

| SURVEY PHASE | SAMPLE SIZE (S) | NUMBER OF RESPONSES (R) ¹ | RESPONSE RATE (R/S X 100%) | PORTION OF TOTAL RESPONSE (R/(TOTAL R) X 100%) |
|-------------------|-----------------------|--|----------------------------------|--|
| FIRST MAILING | 28,299 | 11,130 | 39.3% | 72.1% |
| SECOND MAILING | 15,355 | 4,313 | 28.1% | 27.9% |
| TOTAL | 28,299 | 15,443 | 54.6% | 100% |

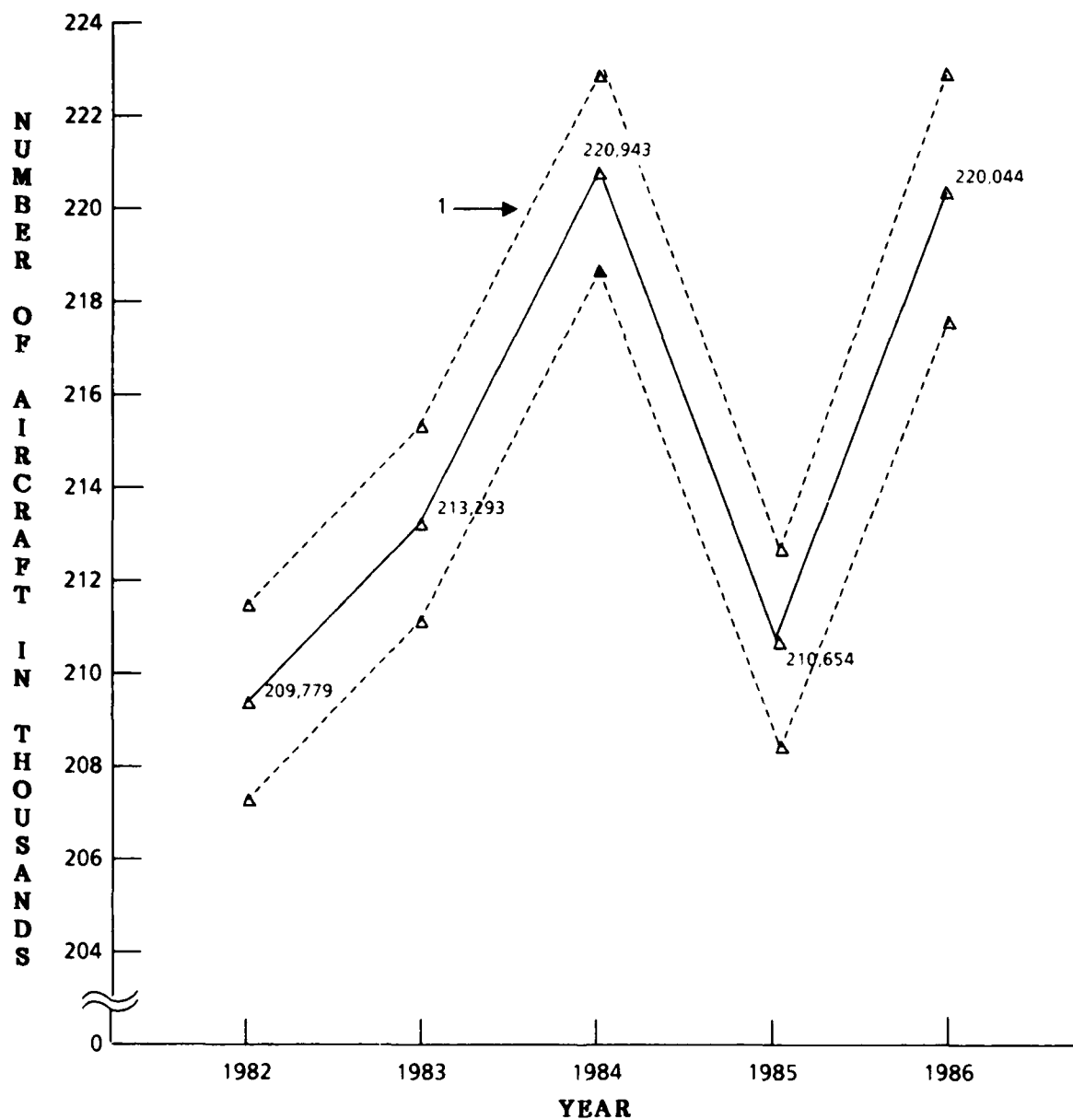
1.4 SUMMARY OF SURVEY RESULTS

1.4.1 National Scene

Results of the General Aviation Activity and Avionics Survey at the national level revealed that during 1986 an estimated 34.4 million hours of flying time were logged by the 220,044 active general aviation aircraft in the U.S. fleet. The mean annual flight time per aircraft was 148.9 hours. These aircraft comprised 81.9 percent of the registered general aviation fleet. The statistics for 1986 showed a 0.9 percent increase in flying hours, a 4 percent increase in the number of active aircraft in the general aviation fleet, but a 6 percent decrease in mean hours per aircraft over the comparable figures for 1985. Longer-term trends for these variables are found in Figures 1.2, 1.3, and 1.4. They reflect a slight downward trend in general aviation activity in recent years.

While results discussed above indicate certain trends in the number of active aircraft, the activity of the general aviation fleet (total hours flown) and the average hours flown per active aircraft, year to year changes may not be statistically significant. An examination of the standard errors and confidence intervals for the chosen level of confidence is needed to determine statistical significance (change not due to sampling variances). Figures 1.2, 1.3, and 1.4 show the confidence intervals of estimates over several years at the 95 percent level of confidence (\pm two standard errors).

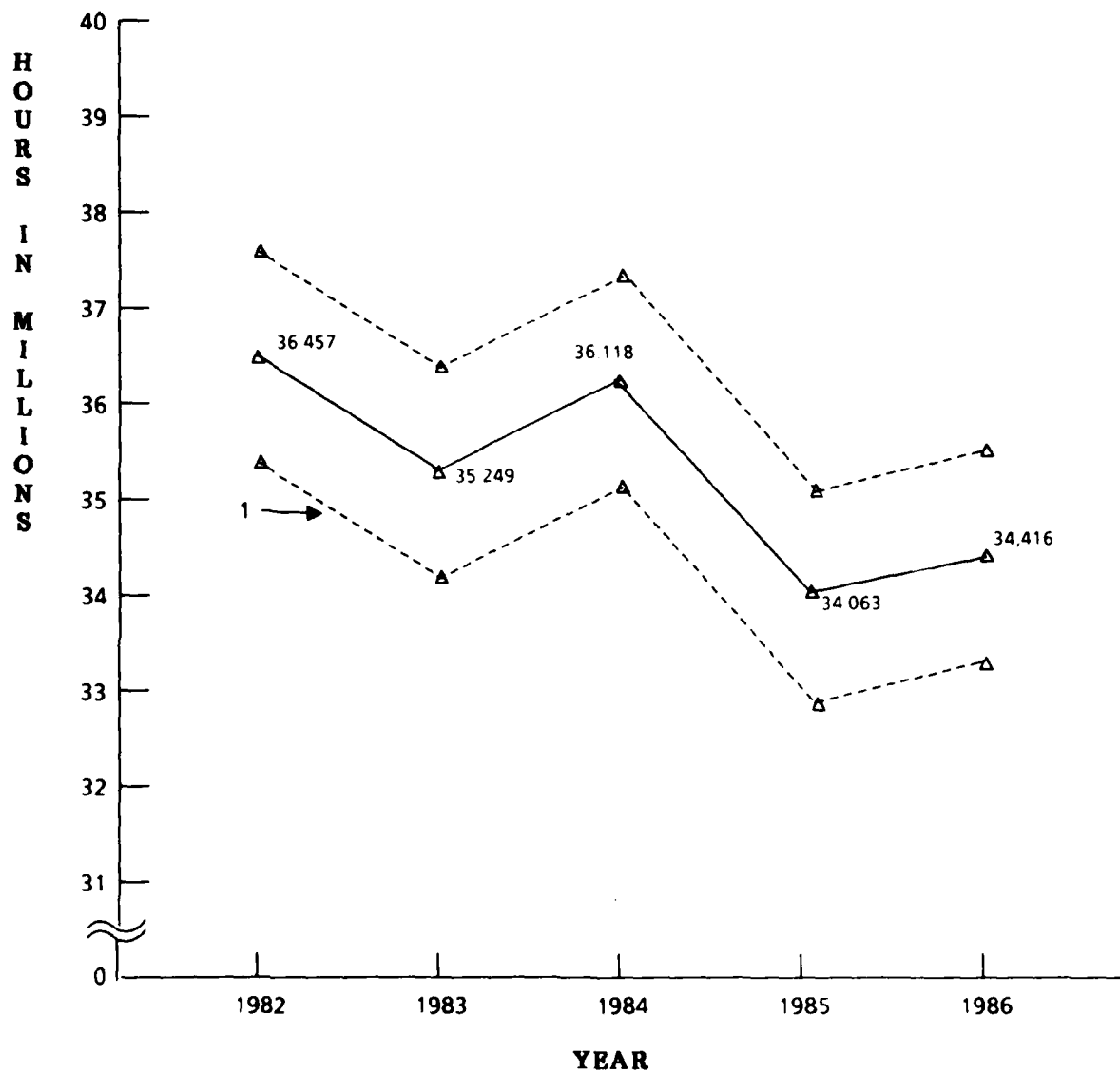
¹Note: The total "number of responses" shown in Table 1-1 includes a small percentage of invalid responses. Tables B-4 and B-5, presented in Appendix B, include only valid responses.



SOURCE: TABLE 1-3

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1982-1986 TRUE VALUES. SEE APPENDIX B.

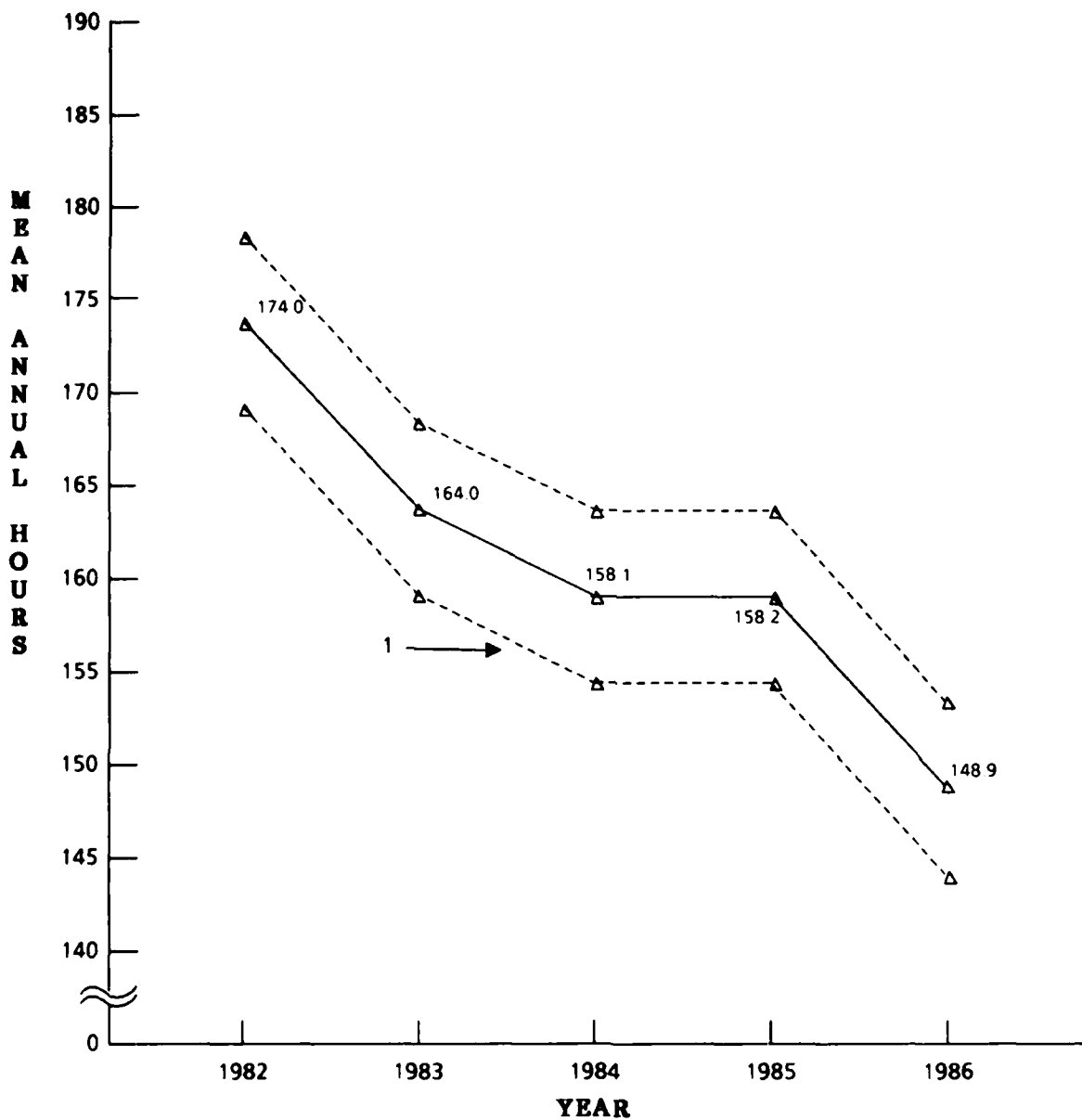
FIGURE 1.2. GENERAL AVIATION ACTIVE FLEET SIZE, 1982 - 1986



SOURCE: TABLE 2-1

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1982-1986 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.3. GENERAL AVIATION TOTAL FLYING TIME, 1982 - 1986



SOURCE: TABLE 2-1

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1982 - 1986 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.4. GENERAL AVIATION MEAN ANNUAL FLYING TIME FOR ACTIVE AIRCRAFT, 1982 - 1986

1.4.2 Results by Aircraft Type

The most heavily used aircraft types were fixed wing turboprops with 13 or more seats, averaging over 1013 hours per aircraft, because of their heavy commercial usage as commuter air carriers and air taxis. There was a great deal of variation in activity among all types of general aviation aircraft in terms of three measures resulting from the survey: total hours flown, number of active aircraft, and mean hours flown. Figure 1.5 highlights the variation as well as the relationship of these three measures to each other. Distance along the vertical axis indicates mean flight hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet belonging to each aircraft type, and the area within each box is proportional to the total flying time for the aircraft type. Thus, it is evident that in terms of sheer numbers, single engine piston aircraft dominated the active fleet and contributed the largest portion of total flying time, yet had one of the lowest mean flight times per aircraft. In contrast, the turboprops, turbojet aircraft, and rotorcraft had low representation in the active fleet but contributed a relatively high proportion of flight time resulting in the greatest mean flight hours of any of the major aircraft types.

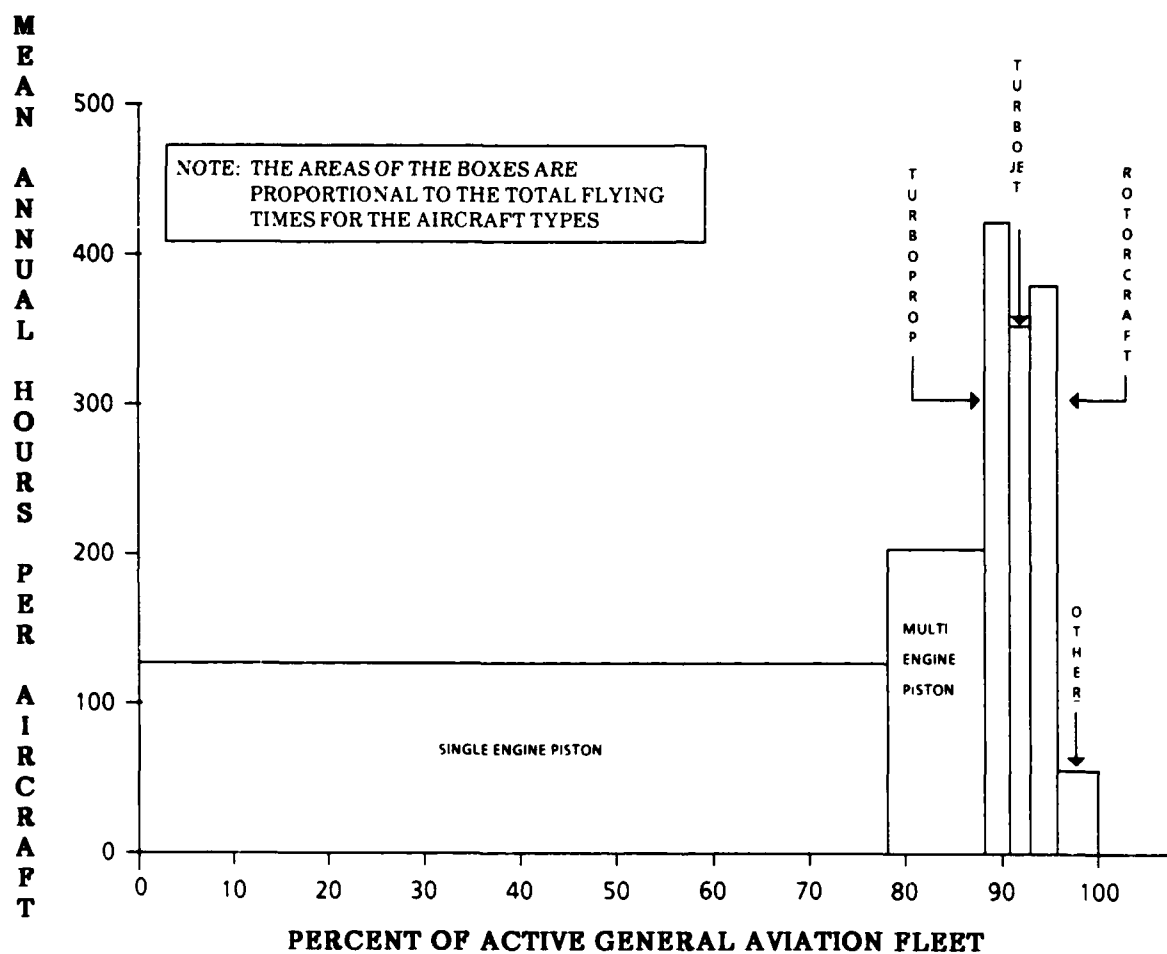
Five-year trends from 1981 to 1986 for total flight time and number of active aircraft are shown by aircraft type in Tables 1-2 and 1-3. Even though the number of active aircraft has exhibited little growth over the period, the trend for total flight time is downward at an annual rate of -3.30 percent. Closer examination of the tables reveals that lower usage of fixed-wing piston engine aircraft is largely responsible for the decline in hours. In contrast, twin engine turbojets and twin engine turboprops with 1-12 seats have grown in both numbers and usage. In the rotorcraft area, piston-powered rotorcraft have been declining in number and hours flown, while turbine-powered rotorcraft have grown in number from 1981 to 1986. These results are displayed in more detail in Tables 2-1 and 2-6.

The general aviation aircraft fleet flew an estimated 4.278 billion miles over the land during 1986. The estimate is based on a mathematical model, incorporating speed differentials by phase of flight, cruising speed by manufacturer/model group of aircraft, and the number of hours flown by manufacturer/model group. Detailed estimates by aircraft type and primary use can be found in Table 2-24.

It is estimated that general aviation aircraft made approximately 47.6 million landings during 1986. Figure 1.6 shows the landings by aircraft type and type of flight (local or cross-country). It can be seen that single engine piston aircraft perform the majority of landings, and that most of the landings are in local rather than cross-country flight. It appears that rotorcraft also engage primarily in local flights. However, turboprops and turbojets, as might be expected, are used primarily for longer, cross-country flying. These results, broken down additionally by FAA region, can be found in Tables 2-36 through 2-38.

1.4.3 Results by Primary Use

Like aircraft types, primary uses were differentiated by their activity characteristics, as shown in Figure 1.7. Distance along the vertical axis indicates mean hours per aircraft. Distance along the horizontal axis indicates the relative portion of the active fleet engaged in each primary use, and the area within each box is proportional to the total flying time for each primary use. Aircraft used as commuter air carriers showed the highest individual usage with a mean of 1,270 hours flown per aircraft. Aircraft used as air taxis and for aerial observation also



SOURCE: TABLE 2-1

FIGURE 1.5. 1986 GENERAL AVIATION ACTIVITY BY AIRCRAFT TYPE

**TABLE 1-2. GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN
BY AIRCRAFT TYPE, 1981 - 1986 (Thousands of Hours)**

| AIRCRAFT TYPE | 1981 (Standard Error) | 1982 (Standard Error) | 1983 (Standard Error) | 19854 (Standard Error) | 1985 (Standard Error) | 1986 (Standard Error) | Compound Annual Growth Rate in % |
|------------------------------------|-----------------------------|-----------------------------|-----------------------------|------------------------------|-----------------------------|-----------------------------|---|
| FIXED WING | | | | | | | |
| 1-engine piston 1 - 3 seats | 10,185 (399) | 8,325 (374) | 8,189 (399) | 8,586 (327) | 7,921 (290) | 7,826 (291) | -5.13 |
| 1-engine piston 4+ seats | 17,506 (432) | 15,934 (472) | 14,959 (441) | 14,919 (358) | 14,931 (376) | 14,112 (353) | -4.22 |
| 2-engine piston 1-6 seats | 3,606 (144) | 3,040 (177) | 3,013 (192) | 2,984 (114) | 2,725 (143) | 2,798 (161) | -4.95 |
| 2-engine piston 7+ seats | 2,762 (153) | 2,617 (197) | 2,717 (235) | 2,600 (165) | 2,190 (141) | 2,113 (156) | -5.22 |
| Other piston | 24 (63) | 33 (10) | 32 (10) | 102 (30) | 26 (9) | 11 (5) | -14.45 |
| 2-engine turboprop 1 - 12 seats | 1,549 (68) | 1,576 (116) | 1,431 (93) | 1,715 (88) | 1,465 (76) | 1,648 (84) | 1.25 |
| 2-engine turboprop 13+ seats | 542 (45) | 520 (84) | 659 (118) | 736 (75) | 551 (58) | 1,149 (122) | 16.22 |
| Other turboprop | 62 (11) | 71 (20) | 83 (31) | 54 (13) | 64 (7) | 85 (12) | 6.51 |
| 2-engine turbojet | 1,238 (48) | 1,347 (98) | 1,350 (92) | 1,328 (66) | 1,461 (70) | 1,566 (76) | 4.81 |
| Other turbojet | 149 (16) | 264 (46) | 124 (31) | 237 (32) | 161 (17) | 88 (19) | -10.00 |
| ROTORCRAFT | | | | | | | |
| Piston | 930 (108) | 579 (58) | 572 (49) | 591 (66) | 564 (85) | 804 (103) | -2.87 |
| Turbine | 1,754 (150) | 1,771 (145) | 1,700 (151) | 1,903 (120) | 1,590 (142) | 1,820 (141) | 0.74 |
| OTHER | | | | | | | |
| | 391 (34) | 379 (40) | 420 (49) | 358 (23) | 414 (34) | 394 (30) | 0.15 |
| TOTAL AIRCRAFT | 40,704 (659) | 36,456 (701) | 35,249 (712) | 36,118 (561) | 34,063 (556) | 34,416 (565) | -3.30 |

NOTE: Column summations may differ from printed totals due to estimation procedures.

**TABLE 1-3. GROWTH OF ACTIVE GENERAL AVIATION FLEET
BY AIRCRAFT TYPE, 1981 - 1986 (Number of Aircraft)**

| AIRCRAFT TYPE | 1981 (Standard Error) | 1982 (Standard Error) | 1983 (Standard Error) | 1984 (Standard Error) | 1985 (Standard Error) | 1986 (Standard Error) | Compound Annual Growth Rate in % |
|------------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---|
| FIXED WING | | | | | | | |
| 1-engine piston 1 - 3 seats | 59,914 (748) | 57,670 (910) | 59,199 (976) | 61,989 (724) | 58,829 (809) | 62,427 (807) | 0.83 |
| 1-engine piston 4+ seats | 107,983 (656) | 106,503 (687) | 107,228 (778) | 109,933 (603) | 105,555 (732) | 109,351 (650) | 0.25 |
| 2-engine piston 1-6 seats | 16,749 (246) | 16,381 (303) | 16,249 (315) | 16,539 (231) | 15,627 (300) | 16,166 (293) | -0.71 |
| 2-engine piston 7+ seats | 8,607 (181) | 8,501 (168) | 8,660 (150) | 8,719 (193) | 8,032 (180) | 7,555 (228) | -2.57 |
| Other piston | 114 (29) | 140 (24) | 143 (14) | 262 (35) | 148 (31) | 148 (36) | 5.36 |
| 2-engine turboprop 1 - 12 seats | 3,968 (46) | 4,427 (45) | 4,733 (72) | 4,992 (47) | 4,633 (103) | 4,809 (97) | 3.92 |
| 2-engine turboprop 13+ seats | 557 (17) | 610 (28) | 578 (48) | 640 (29) | 607 (39) | 970 (56) | 11.73 |
| Other turboprop | 134 (5) | 149 (28) | 142 (38) | 176 (15) | 167 (13) | 185 (30) | 6.66 |
| 2-engine turbojet | 2,808 (68) | 3,309 (84) | 3,447 (92) | 3,780 (50) | 3,914 (67) | 4,037 (64) | 7.53 |
| Other turbojet | 362 (23) | 687 (73) | 451 (91) | 540 (45) | 460 (33) | 444 (72) | 4.17 |
| ROTORCRAFT | | | | | | | |
| Piston | 3,250 (173) | 2,419 (178) | 2,541 (191) | 2,936 (185) | 2,877 (201) | 2,921 (175) | -2.11 |
| Turbine | 3,724 (73) | 3,749 (140) | 3,998 (153) | 4,160 (115) | 3,541 (159) | 4,022 (126) | 1.55 |
| OTHER | 5,049 (179) | 5,233 (211) | 5,923 (207) | 6,275 (172) | 6,263 (207) | 7,010 (211) | 6.78 |
| TOTAL AIRCRAFT | 213,226 (1,078) | 209,779 (1,238) | 213,293 (1,345) | 220,943 (1,032) | 210,654 (1,200) | 220,044 (1,152) | 0.63 |

NOTE: Column summations may differ from printed totals due to estimation procedures.

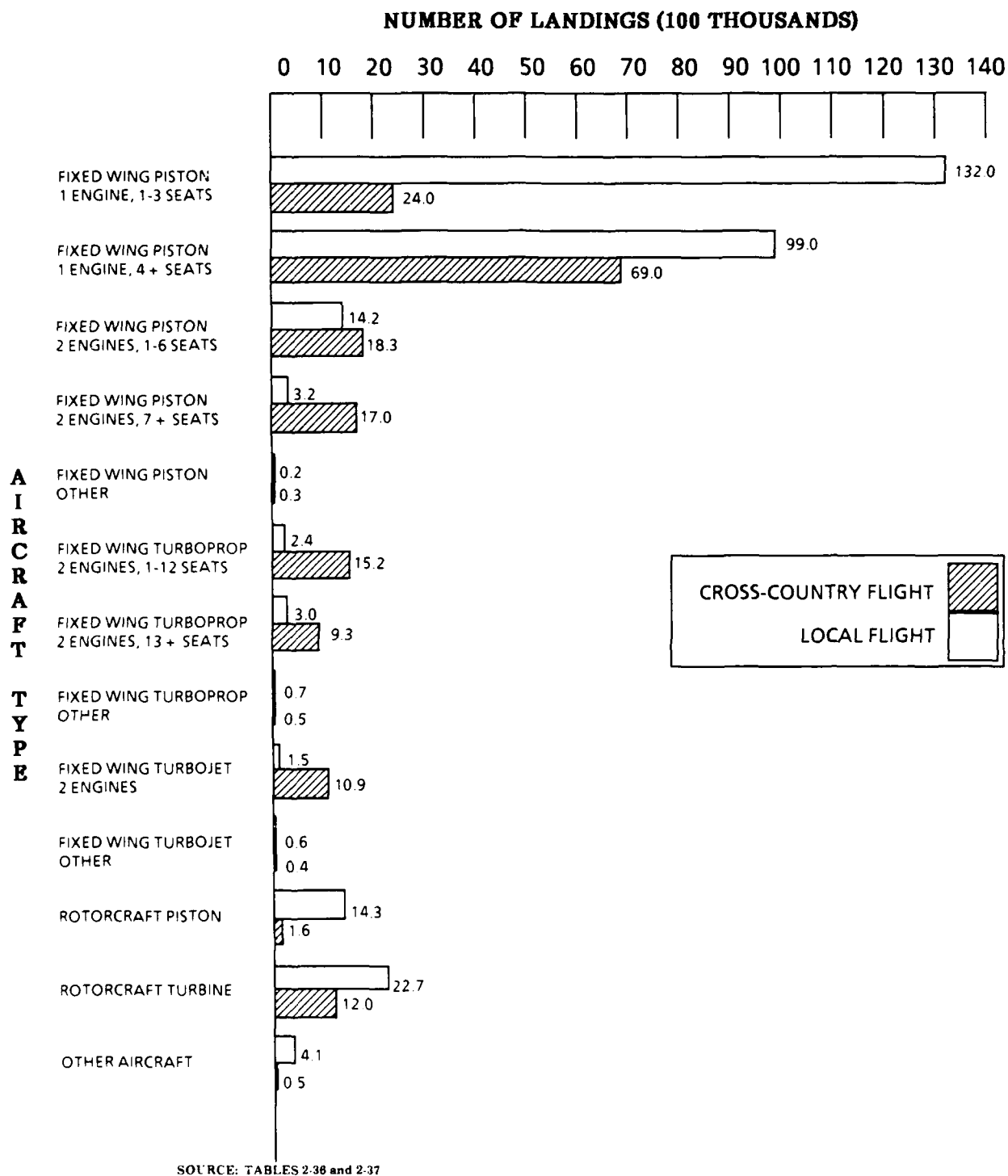
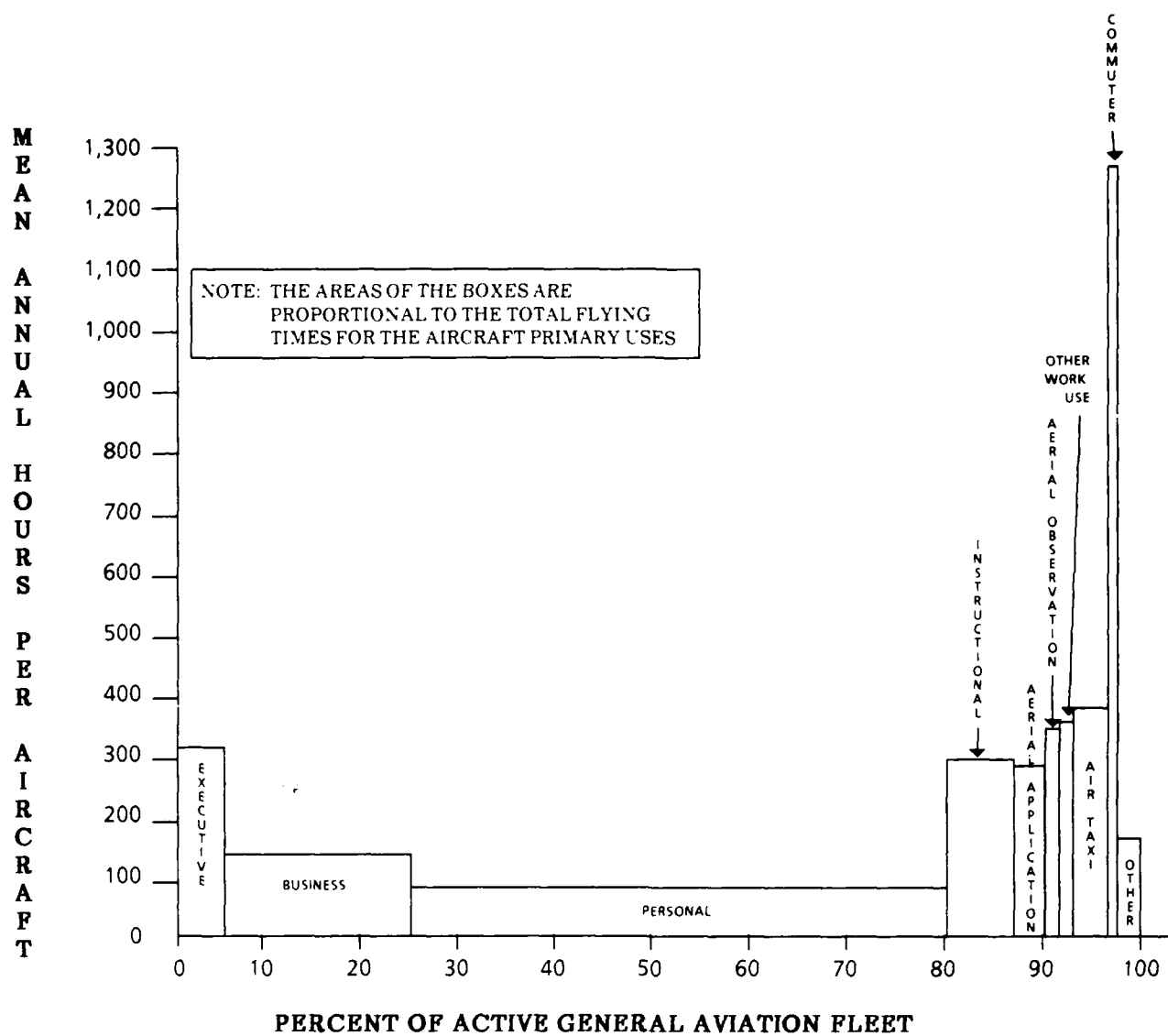


FIGURE 1.6. 1986 GENERAL AVIATION NUMBER OF LANDINGS BY AIRCRAFT TYPE



SOURCE: TABLES 2-4 AND 2-9

FIGURE 1.7. 1986 GENERAL AVIATION ACTIVITY BY PRIMARY USE

had fairly high levels of individual usage with mean hours flown per aircraft of 385 and 344, respectively. General aviation aircraft were used most commonly for personal and business purposes, representing 55 and 20 percent of the active fleet.

1.4.4 Results by Flying Conditions

Survey results indicate that about 75 percent of the total hours logged by the 1986 general aviation fleet were flown in Visual Meteorological (VM) conditions during the day. Aircraft flown in VM night, Instrument Meteorological (IM) day, and IM night conditions accounted for 9 percent, 10 percent, and 4 percent of the total hours flown, respectively. These results are illustrated in Figure 1.8.

Not surprisingly, fixed wing single engine piston aircraft and rotorcraft spend the bulk of their flying time in VM conditions. Single engine piston aircraft fly 93 percent of their flight hours in VM conditions. Fixed wing piston aircraft with two engines, turboprops, and turbojets spend a considerable amount of their flying time in IM conditions, approximately 26, 45, and 41 percent, respectively. Table 2-12 contains more data on general aviation annual hours flown by weather and light conditions by aircraft type. In addition, Tables 2-13 and 2-14 give detailed breakdowns of general aviation annual hours flown by weather and light conditions by region of based aircraft and by SDR manufacturer/model group, respectively.

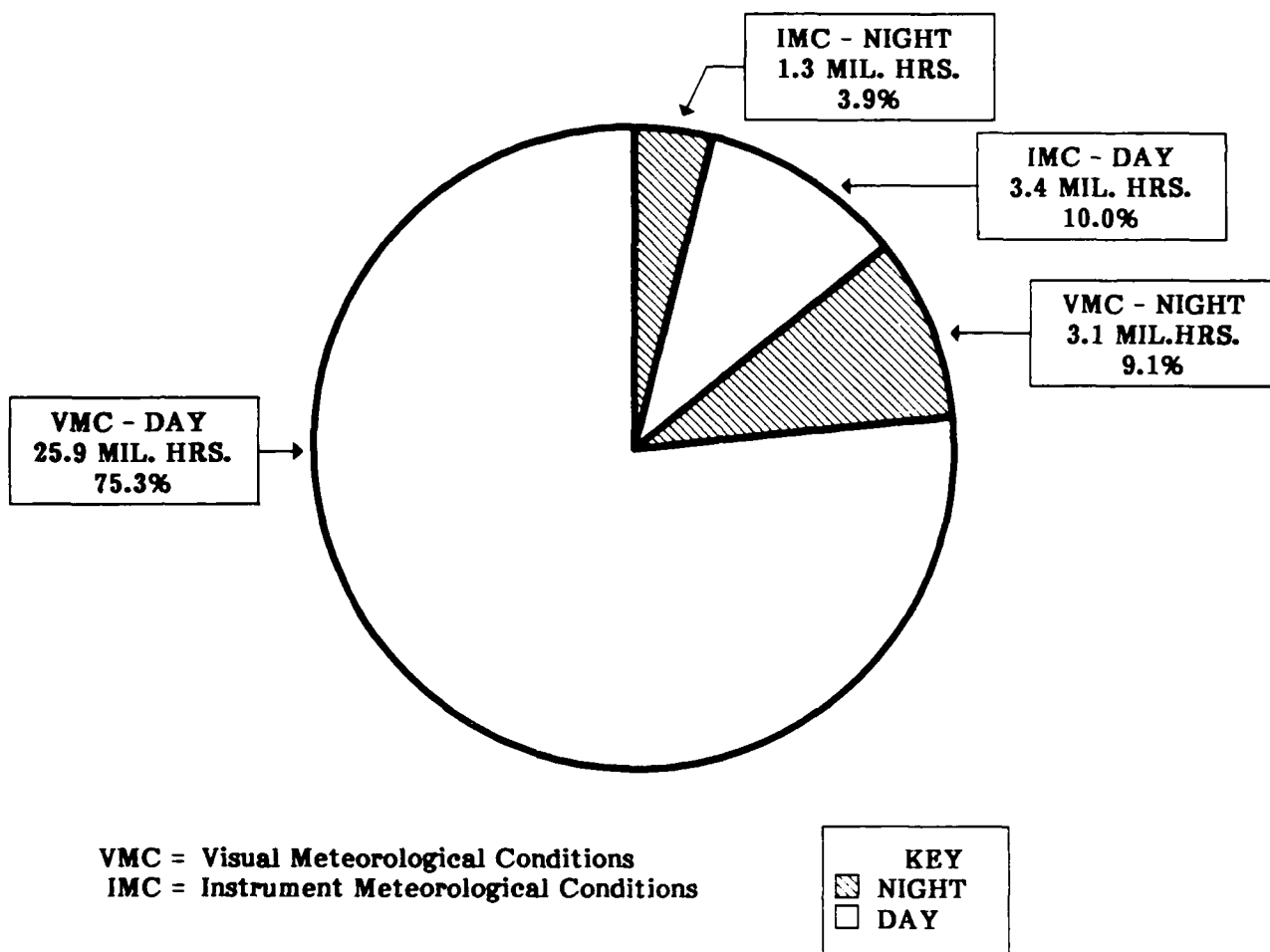
1.4.5 Results by FAA Region

Although the total active aircraft and flight time increased slightly in 1986, the mean aircraft usage showed some changes for particular regions from 1985 to 1986. Compared to 1986, Alaska increased 23 percent, New England grew by 14 percent, but the Great Lakes fell by 14 percent. In Figure 1.9, distance along the vertical axis indicates mean annual hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet based in each region, and the area within each box is proportional to the total flying time occurring in each region. It can be seen that the Western-Pacific accounted for more active aircraft than any other region. The Western-Pacific and Southwestern Regions accounted for the most total flight time. The smallest region in continental United States was New England, with only 4.1 percent of the active aircraft and 4.1 percent of the fleet's total flight time.

Tables 2-3 and 2-8 contain more estimates by region; Tables 2-2 and 2-7 show similar estimates by state of based aircraft.

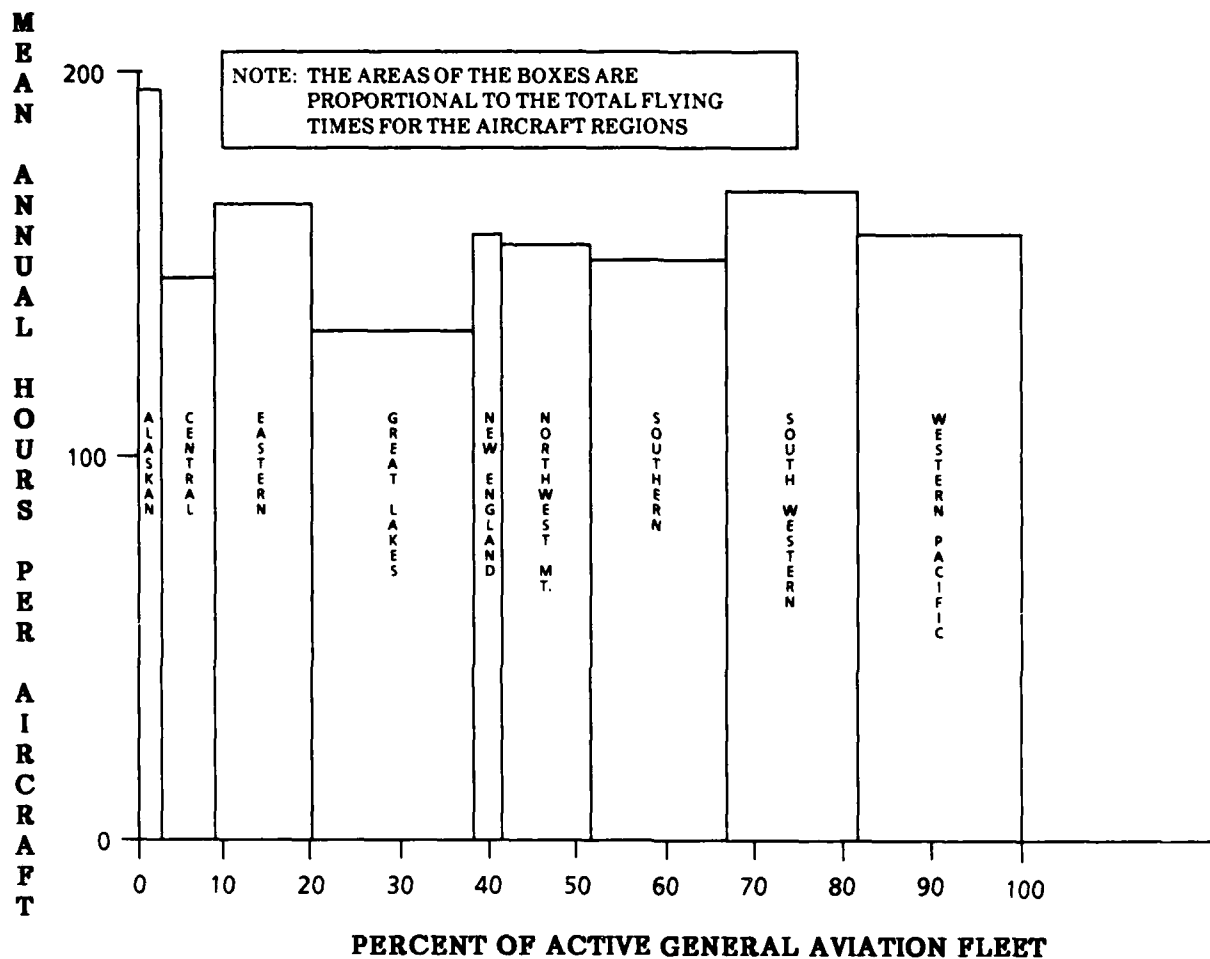
1.4.6 Results by Avionics Capability

1.4.6.1 Individual Avionics Components - The extent to which general aviation aircraft are furnished with on-board avionics equipment was a principal finding of the survey. A summary appears in Figure 1.10. Eighty-five percent of the aircraft have two-way VHF communications, 67 percent are equipped with 4096-code transponders, 56 percent have at least one component of an instrument landing system, and 79 percent have some form of navigation equipment. It is evident from comparing the 1986 and 1980 avionics estimates that the general aviation fleet is becoming more sophisticated in terms of its avionics equipment. Within two-way communications, for example, there was a significant shift from 360 channel to 720 channel equipment. In terms of transponder equipment, there was a substantial increase in the percentage of the general aviation aircraft



SOURCE: TABLE 2-12

**FIGURE 1.8. 1986 GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS**



SOURCE: TABLE 2-3

FIGURE 1.9. 1986 GENERAL AVIATION ACTIVITY BY FAA REGION

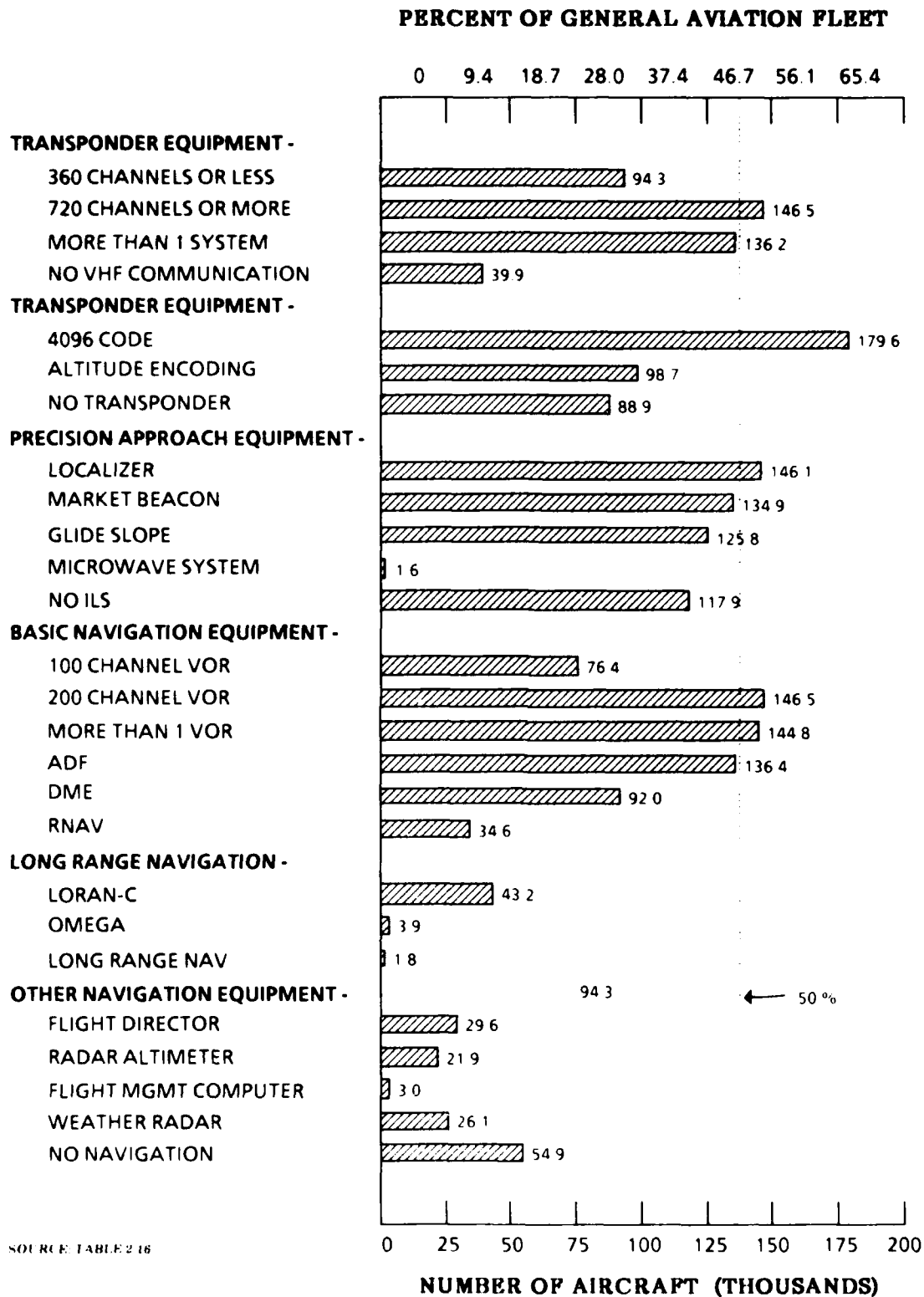


FIGURE 1.10. AVIONICS EQUIPMENT IN THE 1986 GENERAL AVIATION AIRCRAFT FLEET

containing 4096 code transponders and altitude encoding equipment, while the percentage of aircraft containing no transponder equipment declined considerably over the 6 year period. The proportion of the general aviation fleet with transponders increased from 61 percent in 1980 to 67 percent in 1986. The proportion of aircraft having two or more communications systems increased by about 4 percent from 1980 to 1986. The proportion with two or more VOR receivers also increased by about 4 percent over the same 6 year period.

A new category of avionics equipment was added to the 1986 survey, Guidance and Control Equipment, which encompasses flight directors, horizontal situation indicators (HSI), electronic flight information systems (EFIS), flight management computers, and autopilots. These types of equipment represent the more sophisticated as well as more expensive avionics equipment available to the general aviation aircraft fleet. Thus, only around 40 percent of general aviation aircraft have installed one or more of these types of avionics. More detailed breakdowns of avionics equipment by aircraft type, state, region, and primary use are provided in Tables 2-15 through 2-18.

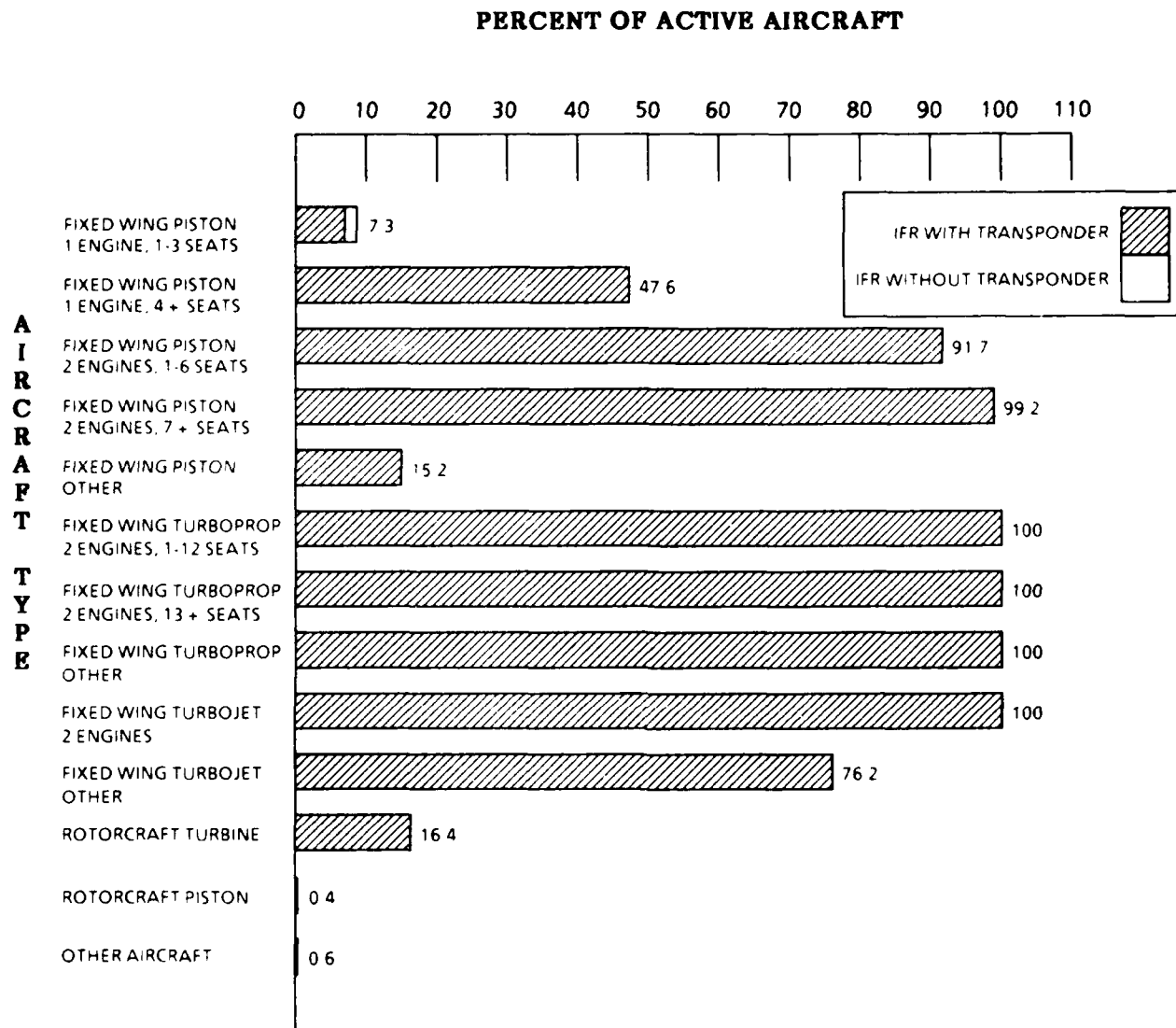
Figure 1.11 shows the portion of active aircraft of each type which engaged in IFR (Instrument Flight Rules) flight during 1986 and further, the portions that flew IFR with and without transponder equipment. It can be seen that almost all active twin engine piston aircraft, turboprops, and turbojets flew IFR at some time during 1986 and were equipped with transponders. Although a much lower proportion of the active single engine piston aircraft and rotorcraft in the fleet flew IFR during the year, almost all that did were equipped with transponders. In fact, almost 100 percent of IFR flying was performed by aircraft equipped with transponders.

Table 2-10 shows IFR flight information in more detail and gives a breakdown of IFR hours flown by type of aircraft. It can be seen that general aviation aircraft flew approximately 8.6 million hours under IFR.

1.4.6.2 Avionics Capability Groups - Estimates of the number of aircraft containing individual pieces of avionics equipment are somewhat limited because they do not provide the means to determine an aircraft's overall ability to use the National Airspace System (NAS). Often, several pieces of equipment are required to obtain a certain capability in the NAS; it thus becomes necessary to study groups of avionics, rather than individual pieces. Therefore, avionics capability groups were developed to provide a framework for the GA fleet relating airborne avionics equipment to aircraft capability to perform in the NAS, and within this framework to analyze the activity and other characteristics of the GA fleet.

The methodology and assumptions for developing avionics capability groups are detailed in General Aviation Avionics Statistics.¹ This report also contains a glossary which explains numerous terms relating to avionics equipment and the NAS.

¹General Aviation Avionics Statistics (1979 Data), U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1981), pp. 5-10.



SOURCE: TABLE 2.10

FIGURE 1.11. 1986 GENERAL AVIATION ACTIVE AIRCRAFT FLOWN IFR AND TRANSPONDER EQUIPPED

Two classifications of capability groups (CG's) were developed. The first type consists of avionics equipment meeting FAA requirements for use of various aspects of the NAS. FAA regulations deal with three basic capabilities: (1) to fly in different segments of the airspace, (2) to fly under visual flight rules (VFR) and instrument flight rules (IFR) type of flight, and (3) to land at different classes of airports. In the formation of CG's of avionics equipment which relate to these three capabilities, the groups take on a hierarchical nature; that is, there is an order to the groups. Thus, the first type of CG became known as hierarchical. In general, the avionics equipment and the associated capabilities for one capability group are a subset of the avionics equipment and the associated capabilities for the next higher group.

The second type of capability group, non-hierarchical, consists of avionics which give an aircraft additional capability but which are not required equipment according to FAA regulations. The formation of the second type of CG involved grouping component pieces of avionics equipment which together would form a complete avionics system for enabling an aircraft to make full use of a landing, communications, or navigation system in the NAS.

Hierarchical CG's are described in Table 1-4 in terms of avionics equipment and associated capabilities. Non-hierarchical CG's are described in Table 1-5.

Table 2-25 presents the estimates of the number of GA aircraft found in the hierarchical and non-hierarchical CG's. Examination of Table 2-25 reveals the following on the GA fleet:

- a. About 28.3 percent of GA aircraft have avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 63 percent of the GA fleet cannot fly above 12,500 feet due to avionics limitations alone.
- b. About 77 percent of GA aircraft are equipped to fly IFR.
- c. About 15 percent of the GA fleet are limited to landing at uncontrolled airports. Approximately 20 percent can land at either non-TCA controlled airports or Group III TCA's. Approximately 29 percent can land at any type of airport except a Group I TCA. About 36 percent can land at Group I TCA's.
- d. In general, Table 2-25 indicates that those aircraft in the least sophisticated non-hierarchical CG's also comprise the bulk of the least sophisticated hierarchical CG's. Of the aircraft possessing none of the non-hierarchical CG equipment (i.e. NO REGULATORY ELECTRONICS), 74.5 percent fall into hierarchical CG's 1, 2, and 3. Similarly, those aircraft in the most sophisticated non-hierarchical CG's are also in the most sophisticated hierarchical CG's. For example, 89.7 percent of the aircraft possessing a complete ILS and a radar altimeter fall into hierarchical CG 8.
- e. LORAN-C and Omega, two types of Long Range Navigation equipment, were added to the avionics section of the 1984 questionnaire. These additions have had a strong impact on the reported total number of aircraft with Long Range Navigation equipment. In 1983, only 9,393 aircraft (3.6% of the total population) reported any type of Long Range Navigation equipment. In 1984, however, the reported number increased

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS

| AVIONICS | CAPABILITIES |
|--|---|
| <p><u>Group 1</u> No regulatory avionics</p> | <ol style="list-style-type: none"> Up to and including 12,500 feet mean sea level (MSL) Gliders...Up to and including 18,000 feet MSL ADF...Colored airways below 12,500 feet MSL VOR or RNAV ...VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL. VFR flight, day and night Uncontrolled airports |
| <p><u>Group 2</u> Two-way communications</p> | <ol style="list-style-type: none"> Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL VFR flight, day and night Non-TCA controlled airports Group III TCA's Helicopters with 4096 code transponders Group III TCA's All helicopters...Group I and II TCA's below 1,000 feet above ground level (AGL) <p>NOTE: Air taxis with navigation system and transponder: Group II TCA's</p> <p>Air taxis with navigation system, transponder and altitude reporting: Group I TCA's and non-positive controlled airspace</p> <p>Air taxis with navigation system, DME, transponder and altitude reporting: Group I TCA's and positive controlled airspace</p> |

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

| AVIONICS | CAPABILITIES |
|--|---|
| <p><u>Group 3</u> Two-way communications Two systems--air taxis VOR or Automatic Direction Finder (ADF) or RNAV</p> | <ol style="list-style-type: none"> 1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL ADF...Colored airways below 12,500 feet MSL VOR or RNAV...VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL 2. IFR flight 3. Non-TCA controlled airways Group III TCA's Helicopters with 4096 code transponders...Group II TCA's All helicopters...Group I and II TCA's below 1,000 feet AGL |
| <p><u>Group 4</u> Two-way communications Two systems--air taxis 4096 code transponder VOR or RNAV</p> | <ol style="list-style-type: none"> 1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL 2. IFR flight 3. Non-TCA controlled airports Group II TCA's Helicopters...Group I TCA's below 1,000 feet AGL |
| <p><u>Group 5</u> 4096 code transponder Altitude encoding equipment</p> | <ol style="list-style-type: none"> 1. Non-positive controlled airspace 2. VFR flight, day and night 3. Uncontrolled airports Group III TCA's |

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

| AVIONICS | CAPABILITIES |
|---|---|
| <u>Group 6</u> Two-way communications 4096 code transponder Altitude encoding equipment | 1. Non-positive controlled airspace 2. VFR flight, day and night 3. Non-TCA controlled airports Group III TCA's Helicopters...Group I TCA's |
| <u>Group 7</u> Two-way communications Two systems--air taxis 4096 code transponder Altitude encoding equipment VOR | 1. Non-positive controlled airspace VOR airways 2. IFR flight 3. Group I TCA's |
| <u>Group 8</u> Two-way communications Two systems--air taxis 4096 code transponder Altitude encoding equipment VOR) or RNAV DME | 1. Positive controlled airspace Jet routes RNAV...RNAV routes 2. IFR flight 3. Group I TCA's |

TABLE 1-5. NON-HIERARCHICAL CAPABILITY GROUPS

| AVIONICS | CAPABILITIES |
|--|---|
| <u>Group 1</u> Localizer | Partial use of airport ILS |
| <u>Group 2</u> Localizer Marker Beacon | Partial use of airport ILS |
| <u>Group 3</u> Localizer Marker Beacon Glide Slope | Full use of airport ILS |
| <u>Group 4</u> ILS Radar Altimeter | Landing approach in Category III ¹ weather conditions at airports with Category III equipment |
| <u>Group 5</u> Long Range RNAV (LORAN-C, Omega, or other) | Area navigation over long distances and large bodies of water |
| <u>Group 6</u> Radar Altimeter | Determination of altitude above level of terrain |
| <u>Group 7</u> Microwave Landing System (MLS) | More accurate and flexible landing approaches, especially at airports with mountains and large buildings nearby |
| <u>Group 8</u> ILS MLS | Backup landing systems |
| <u>Group 9</u> Long Range RNAV (LORAN-C, Omega, or other) MLS | Sophisticated navigational and landing capabilities |

¹See Appendix D, "Weather Category Definitions," General Aviation Avionics Statistics (1979 Data), (Washington, DC, 1981)

to 23,337 (8.7% of the total population). In 1985, the reported number increased to 35,143 (13% of the total population), and in 1986, the number is 47,210 (17.6% of the population). It is believed this increase reflects the specific addition of LORAN-C and Omega to the survey form, rather than a dramatic rise in the number of aircraft containing Long Range Navigation equipment.

Tables 2-26 through 2-35 show distributions of hierarchical and non-hierarchical capability groups versus aircraft characteristics. These characteristics include: primary use of the aircraft, hours flown during 1986, age of the aircraft, and computed aircraft type. The 13 computed aircraft types listed in Table 1-6 combine the four aircraft characteristics of engine type, number of engines, aircraft type (simple), and number of seats into meaningful combinations for the GA fleet.

TABLE 1-6. COMPUTED AIRCRAFT TYPE

| TYPE | DESCRIPTION |
|------|--|
| 1. | Fixed wing single engine piston 1-3 seats |
| 2. | Fixed wing single engine piston 4+ seats |
| 3. | Fixed wing two engine piston 1-6 seats |
| 4. | Fixed wing two engine piston 7+ seats |
| 5. | Fixed wing piston other |
| 6. | Fixed wing two engine turboprop 1-12 seats |
| 7. | Fixed wing two engine turboprop 13+ seats |
| 8. | Fixed wing turboprop other |
| 9. | Fixed wing two engine turbojet |
| 10. | Fixed wing turbojet other |
| 11. | Rotorcraft piston |
| 12. | Rotorcraft turbine |
| 13. | Other aircraft |

Generally, those aircraft in low order CG's have less sophisticated characteristics than those in high order capability groups as follows:

- a. As in prior years, as the hierarchical CG's increase in sophistication, the predominant uses also change from personal, to business and personal, to executive and business (Table 2-26).
- b. As non-hierarchical CG's increase in sophistication, the predominant primary uses of aircraft change from personal, to business and personal, to business and executive. For example, executive aircraft alone composes about 40 percent of the aircraft reporting both a radar altimeter and a complete ILS yet executive aircraft compose only 4.6 percent of the fleet (Table 2-31).
- c. In the case of both hierarchical and non-hierarchical capability groups, aircraft containing more avionics equipment and capabilities are flown

more hours on the average than those with smaller investments in avionics equipment (Tables 2-27 and 2-32).

- d. Aircraft in the more sophisticated groups are newer aircraft on the average than those in less sophisticated CG's (Tables 2-28 and 2-33).
- e. The computed aircraft type increases in sophistication as the level of avionics increases. (Tables 2-29 and 2-34).

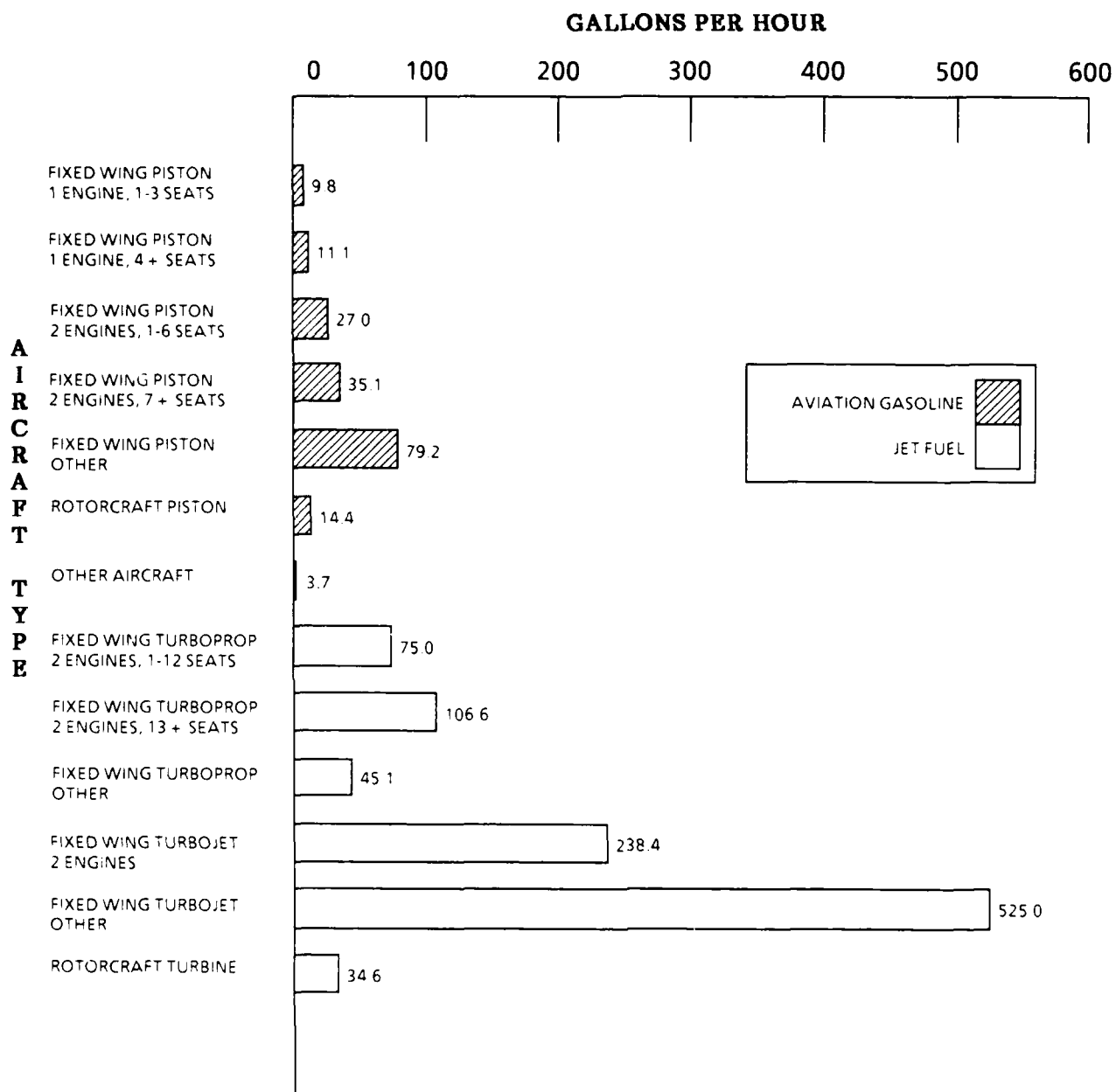
1.4.7 Fuel Consumption Results

The general aviation aircraft fleet consumed an estimated 1,141 million gallons of fuel during 1986: 409 million gallons of aviation gasoline and 732 million gallons of jet fuel. From Figure 1.12, it is evident that turbojet and turboprop engines consume fuel at much higher rates than piston engines. The high rates account for turbojet's burning 37 percent of all fuel consumed in 1986, as shown in Figure 1.13, even though they represent only 2 percent of active aircraft. In spite of their low fuel consumption rates, fixed wing piston aircraft accounted for 35 percent of the fuel consumed in 1986 due to their high representation in the general aviation fleet. Table 2-21 shows more detailed fuel consumption estimates and their standard errors by aircraft type. Table 2-22 shows fuel consumption by SDR group.

Piston-powered aircraft consumed 398 million gallons of gasoline, including 28 million gallons of 80 octane gasoline, 110 million gallons of 100 octane gasoline, 235 million gallons of 100 octane low lead gasoline, and 24 million gallons of automobile gasoline. Figure 1-14 shows the distribution of fuel consumed by fuel grade. Table 2-23 gives more detailed data broken down by fuel grade and aircraft type.

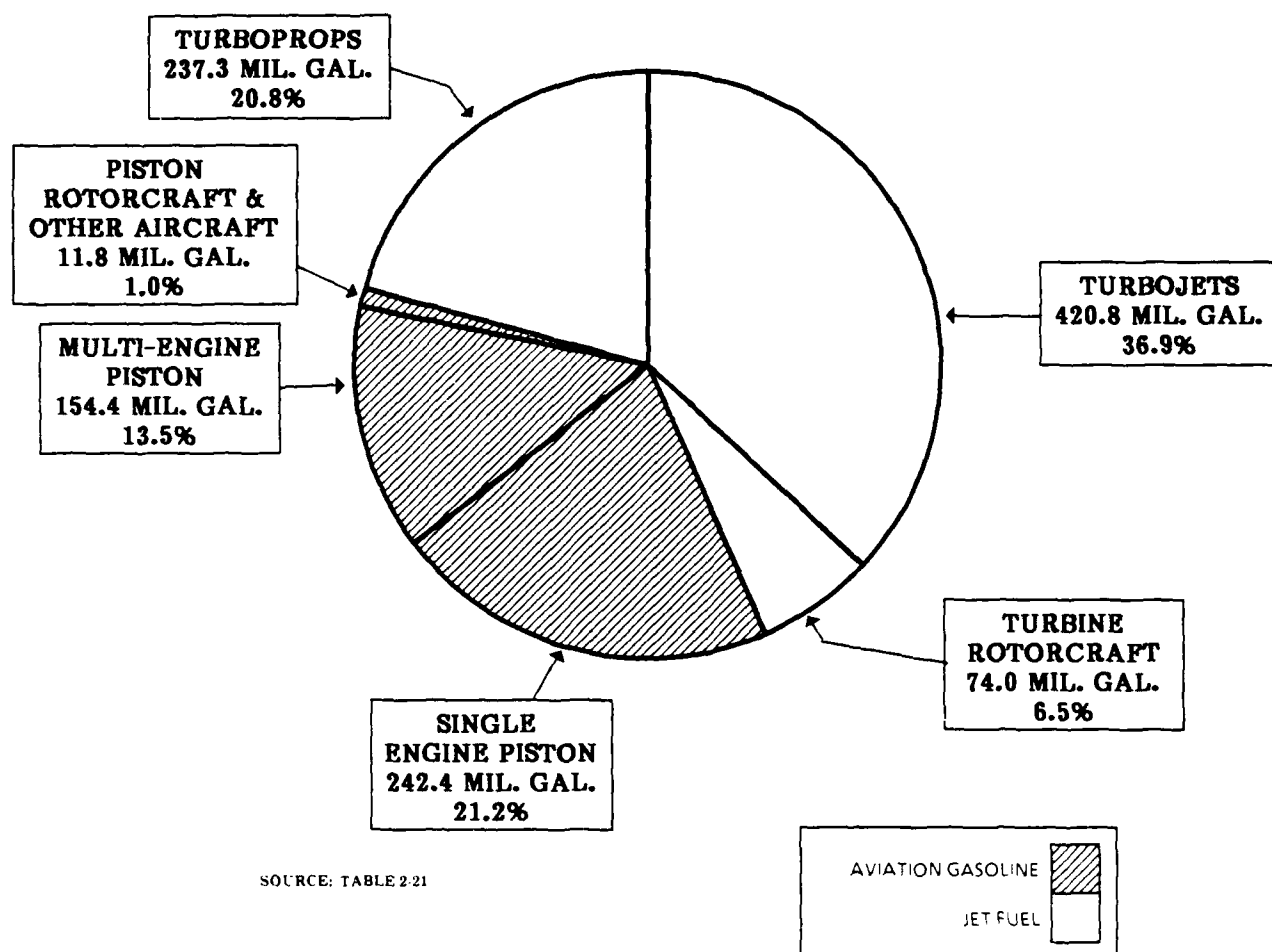
1.4.8 Other Results

Additional results to those discussed above are found in the tables in Section 2. Estimates of total hours, mean hours, lifetime airframe hours, and number of active aircraft for over 360 SDR manufacturer/model groups of general aviation aircraft are found in Tables 2-5, 2-11, and 2-19. Appendix D contains definitions of these groups. The report also includes a table (Table 2-20) on mean hours and number of active engines for 76 different manufacturer/model groups of engines. Appendix E contains definitions of these groups.



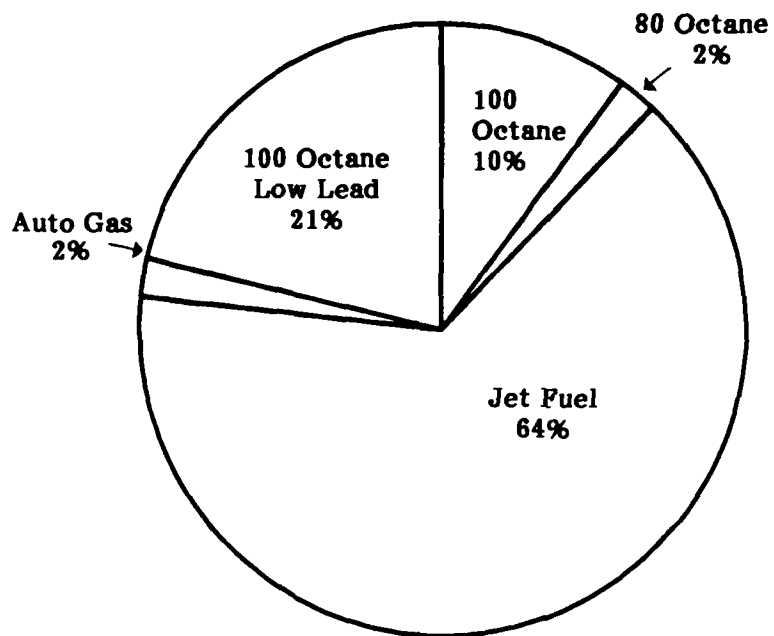
SOURCE: TABLE 2-21

FIGURE 1.12. 1986 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE



SOURCE: TABLE 2-21

FIGURE 1.13. 1986 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE



SOURCE: TABLE 2-23

FIGURE 1.14. 1986 GENERAL AVIATION FUEL CONSUMPTION
BY FUEL GRADE

2. TABLES OF RESULTS

TABLE 2 - 1
GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1986

PAGE 1 OF 2

| AIRCRAFT TYPE | POPULATION SIZE | ESTIMATE OF NUMBER ACTIVE | STANDARD ERROR | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------|--------------------|------------------------------------|-------------------|-------------------------------|-------------------|------------------------------|------------------------------|-------------------|------------------------------|
| FIXED WING | | | | | | | | | |
| FIXED WING - PISTON | | | | | | | | | |
| 1 ENG: 1-3 SEATS | 87075 | 62427 | 807 | 7826178 | 291207 | 3.7 | 124.7 | 4.5 | 3.6 |
| 1 ENG: 4+ SEATS | 121530 | 109351 | 650 | 14112461 | 352852 | 2.5 | 129.6 | 3.2 | 2.5 |
| 1 ENGINE: TOTAL | 208605 | 171777 | 1036 | 21938642 | 457500 | 2.1 | 127.8 | 2.6 | 2.0 |
| 2 ENG: 1-6 SEATS | 18544 | 16166 | 293 | 2798009 | 160881 | 5.7 | 172.1 | 9.8 | 5.7 |
| 2 ENG: 7+ SEATS | 9739 | 7555 | 228 | 2113062 | 156381 | 7.4 | 280.1 | 19.3 | 6.9 |
| 2 ENGINE: TOTAL | 28283 | 23721 | 372 | 4911071 | 224361 | 4.6 | 204.4 | 9.0 | 4.4 |
| PISTON: OTHER | 362 | 148 | 36 | 11144 | 4933 | 44.3 | 111.1 | 50.4 | 45.4 |
| PISTON: TOTAL | 237250 | 195646 | 1102 | 26860856 | 509576 | 1.9 | 135.4 | 2.5 | 1.9 |
| FIXED WING - TURBOPROP | | | | | | | | | |
| 2 ENG: 1-12 SEATS | 5134 | 4809 | 97 | 1647892 | 83911 | 5.1 | 334.9 | 16.7 | 5.0 |
| 2 ENG: 13+ SEATS | 1196 | 970 | 56 | 1149083 | 121724 | 10.6 | 1013.4 | 101.0 | 10.0 |
| 2 ENGINE: TOTAL | 6330 | 5779 | 112 | 2796975 | 147844 | 5.3 | 420.6 | 19.4 | 4.6 |
| TURBOPROP: OTHER | 302 | 185 | 30 | 84563 | 12261 | 14.5 | 498.8 | 68.8 | 13.8 |
| TURBOPROP: TOTAL | 6032 | 5964 | 116 | 2881538 | 148352 | 5.1 | 422.9 | 18.9 | 4.5 |

TABLE 2 - 1
GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1986

PAGE 2 OF 2

| AIRCRAFT TYPE | POPULATION SIZE | ESTIMATE OF NUMBER ACTIVE | STANDARD ERROR | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|-----------------------|--------------------|------------------------------------|-------------------|-------------------------------|-------------------|------------------------------|------------------------------|-------------------|------------------------------|
| FIXED WING - TURBOJET | | | | | | | | | |
| 2 ENGINE TURBOJET | 4289 | 4037 | 64 | 1566308 | 75791 | 4.8 | 385.0 | 18.4 | 4.8 |
| TURBOJET: OTHER | 672 | 444 | 72 | 88000 | 19232 | 21.8 | 153.8 | 43.0 | 28.0 |
| TURBOJET: TOTAL | 4961 | 4480 | 97 | 1654308 | 78194 | 4.7 | 353.8 | 16.9 | 4.8 |
| FIXED WING: TOTAL | 248843 | 206090 | 1112 | 31396700 | 538461 | 1.7 | 145.1 | 2.5 | 1.7 |
| ROTORCRAFT | | | | | | | | | |
| PISTON | 5566 | 2921 | 175 | 804458 | 103216 | 12.8 | 273.2 | 30.2 | 11.0 |
| TURBINE | 4899 | 4022 | 126 | 1820936 | 141343 | 7.8 | 459.4 | 34.8 | 7.6 |
| ROTORCRAFT: TOTAL | 10465 | 6943 | 215 | 2625395 | 175019 | 6.7 | 380.2 | 23.8 | 6.3 |
| OTHER | 9309 | 7010 | 211 | 394256 | 29768 | 7.6 | 56.2 | 4.2 | 7.4 |
| TOTAL | 268617 | 220044 | 1152 | 34416352 | 565074 | 1.6 | 148.9 | 2.4 | 1.6 |

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1988

PAGE 1 OF 3

| STATE | ESTIMATE OF ACTIVE POPULATION | STANDARD ERROR | ESTIMATE OF TOTAL HOURS | STANDARD ERROR |
|-------------------|--|-------------------|-------------------------------|-------------------|
| ALABAMA | 2673 | 358 | 414132 | 67470 |
| ALASKA | 7557 | 523 | 1477794 | 153310 |
| ARIZONA | 5787 | 516 | 1248927 | 149448 |
| ARKANSAS | 2514 | 343 | 413848 | 67316 |
| CALIFORNIA | 30387 | 1108 | 4339455 | 191651 |
| COLORADO | 4273 | 444 | 630833 | 89861 |
| CONNECTICUT | 1992 | 309 | 340335 | 65898 |
| DELAWARE | 932 | 209 | 168397 | 45860 |
| DIST. OF COLUMBIA | 21 | 22 | 4175 | 4372 |
| FLORIDA | 12882 | 760 | 1859482 | 133728 |
| GEORGIA | 4517 | 464 | 631416 | 76132 |
| HAWAII | 366 | 118 | 181724 | 81333 |
| IDAH0 | 2274 | 327 | 287426 | 51349 |
| ILLINDIS | 7603 | 597 | 1152583 | 117377 |
| INDIANA | 4212 | 455 | 709981 | 95024 |
| IOWA | 2683 | 358 | 407157 | 71547 |
| KANSAS | 4033 | 440 | 568980 | 105296 |
| KENTUCKY | 1738 | 284 | 335174 | 59229 |
| LOUISIANA | 3746 | 394 | 1395110 | 178636 |
| MAINE | 1320 | 254 | 196675 | 68787 |
| MARYLAND | 2709 | 363 | 381265 | 66970 |

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1986

PAGE 2 OF 3

| STATE | ESTIMATE OF ACTIVE POPULATION | STANDARD ERROR | ESTIMATE OF TOTAL HOURS | STANDARD ERROR |
|----------------|--|-------------------|-------------------------------|-------------------|
| MASSACHUSETTS | 3248 | 396 | 422809 | 63545 |
| MICHIGAN | 7060 | 575 | 902849 | 89227 |
| MINNESOTA | 4507 | 452 | 571663 | 86461 |
| MISSISSIPPI | 2060 | 317 | 281465 | 53726 |
| MISSOURI | 4192 | 452 | 662783 | 111525 |
| MONTANA | 2368 | 341 | 321029 | 56212 |
| NEBRASKA | 2177 | 315 | 290319 | 54124 |
| NEVADA | 2219 | 314 | 319418 | 60862 |
| NEW HAMPSHIRE | 1443 | 256 | 318805 | 73293 |
| NEW JERSEY | 4291 | 448 | 762439 | 93576 |
| NEW MEXICO | 2302 | 322 | 247650 | 37818 |
| NEW YORK | 6772 | 358 | 941810 | 96934 |
| NORTH CAROLINA | 4386 | 464 | 759402 | 97442 |
| NORTH DAKOTA | 1615 | 281 | 211378 | 48225 |
| OHIO | 7283 | 580 | 1137546 | 119675 |
| OKLAHOMA | 4147 | 453 | 552011 | 72637 |
| OREGON | 4543 | 460 | 556991 | 63901 |
| PENNSYLVANIA | 6405 | 539 | 1120506 | 123629 |
| RHODE ISLAND | 560 | 166 | 85362 | 25929 |
| SOUTH CAROLINA | 1787 | 296 | 264203 | 53446 |
| SOUTH DAKOTA | 1378 | 262 | 179686 | 63234 |

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1986

PAGE 3 OF 3

| STATE | ESTIMATE OF ACTIVE POPULATION | STANDARD ERROR | ESTIMATE OF TOTAL HOURS | STANDARD ERROR |
|-------------------------|--|-------------------|-------------------------------|-------------------|
| TENNESSEE | 3145 | 384 | 428277 | 71124 |
| TEXAS | 19961 | 925 | 2927900 | 151930 |
| UTAH | 1284 | 256 | 188386 | 45180 |
| VERMONT | 388 | 132 | 50526 | 19066 |
| VIRGINIA | 3225 | 384 | 741460 | 109712 |
| WASHINGTON | 6160 | 533 | 772971 | 90422 |
| WEST VIRGINIA | 1132 | 243 | 115402 | 45687 |
| WISCONSIN | 4180 | 453 | 572242 | 75740 |
| WYOMING | 1101 | 221 | 264810 | 85942 |
| PUERTO RICO | 352 | 126 | 110873 | 30852 |
| OTHER U. S. TERRITORIES | 107 | 76 | 21814 | 14908 |
| TOTAL | 220044 | 1152 | 34416352 | 565074 |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U. S. A TERRITORIES ARE NOT INCLUDED

TABLE 2 - 3
GENERAL AVIATION TOTAL HOURS FLOWN
BY
REGION OF BASED AIRCRAFT
1986

| REGION | ESTIMATE OF ACTIVE POPULATION | STANDARD ERROR | ESTIMATE OF TOTAL HOURS | STANDARD ERROR |
|-----------------|--|-------------------|-------------------------------|-------------------|
| ALASKAN | 7557 | 523 | 1477794 | 153309 |
| CENTRAL | 13085 | 770 | 1929238 | 177689 |
| EASTERN | 25487 | 1032 | 4235452 | 232740 |
| GREAT LAKES | 37838 | 1226 | 5046866 | 241459 |
| NEW ENGLAND | 8952 | 642 | 1414512 | 139713 |
| NORTHWEST MT. | 22004 | 968 | 3413612 | 204564 |
| SOUTHERN | 33642 | 1167 | 5084424 | 230191 |
| SOUTHWESTERN | 32669 | 1139 | 5536519 | 257354 |
| WESTERN-PACIFIC | 38764 | 1220 | 6111337 | 263831 |
| TOTAL | 220044 | 1152 | 34416352 | 565074 |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

PAGE 1 OF 3

| AIRCRAFT TYPE | EXECUTIVE | BUSINESS | PERSONAL | INSTRUMENTAL | AERIAL APPL | AERIAL OBS | OTHER WORK | COMMUTER CARRIER | AIR TAXI | OTHER | TOTAL |
|------------------------|-----------|----------|----------|--------------|-------------|------------|------------|------------------|----------|--------|----------|
| FIXED WING - PISTON | | | | | | | | | | | |
| FIXED WING - 1-3 SEATS | | | | | | | | | | | |
| EST TOT HOURS | 2807 | 312987 | 2787439 | 2565638 | 1576169 | 223089 | 157998 | 0 | 77266 | 122783 | 7826175 |
| % STD. ERROR | 95.4 | 16.1 | 4.3 | 9.6 | 5.9 | 30.4 | 31.1 | 0.0 | 37.3 | 31.3 | 3.7 |
| 1 ENG 4+ SEATS | | | | | | | | | | | |
| EST TOT HOURS | 357569 | 3669154 | 6354756 | 1601359 | 98115 | 813478 | 77478 | 294599 | 631377 | 214574 | 14112460 |
| % STD. ERROR | 19.4 | 4.5 | 3.1 | 13.4 | 42.2 | 19.7 | 42.0 | 29.5 | 17.8 | 24.1 | 2.5 |
| 1 ENGINE TOTAL | | | | | | | | | | | |
| EST TOT HOURS | 360376 | 3982141 | 9142198 | 4166997 | 1674284 | 1036567 | 235476 | 294599 | 708644 | 337357 | 21938632 |
| % STD. ERROR | 19.2 | 4.4 | 2.5 | 7.9 | 5.9 | 16.7 | 25.0 | 29.5 | 16.2 | 18.6 | 2.1 |
| 2 ENG 1-6 SEATS | | | | | | | | | | | |
| EST TOT HOURS | 297381 | 1123695 | 480248 | 299275 | 14814 | 66604 | 0 | 40902 | 437941 | 37148 | 2798009 |
| % STD. ERROR | 19.0 | 9.3 | 11.0 | 26.2 | 45.1 | 44.8 | 0.0 | 89.3 | 22.0 | 56.8 | 5.7 |
| 2 ENG 7+ SEATS | | | | | | | | | | | |
| EST TOT HOURS | 517578 | 422807 | 101288 | 9655 | 4801 | 36785 | 5790 | 378969 | 561303 | 74086 | 2113062 |
| % STD. ERROR | 14.3 | 16.7 | 20.4 | 54.8 | 59.8 | 33.0 | 162.2 | 31.4 | 14.7 | 20.3 | 7.4 |
| 2 ENGINE TOTAL | | | | | | | | | | | |
| EST TOT HOURS | 814959 | 1546503 | 581535 | 308930 | 19615 | 103389 | 5790 | 419871 | 99243 | 111234 | 4911071 |
| % STD. ERROR | 11.6 | 8.1 | 9.8 | 24.8 | 37.2 | 30.6 | 162.2 | 29.8 | 12.6 | 20.4 | 4.6 |
| PISTON OTHER | | | | | | | | | | | |
| EST TOT HOURS | 0 | 0 | 1527 | 0 | 3875 | 0 | 0 | 5248 | 0 | 495 | 11144 |
| % STD. ERROR | 0.0 | 0.0 | 52.7 | 0.0 | 62.5 | 0.0 | 0.0 | 82.8 | 0.0 | 68.0 | 44.3 |
| PISTON TOTAL | | | | | | | | | | | |
| EST TOT HOURS | 1175335 | 5528645 | 9725260 | 4475927 | 1697773 | 1139956 | 241266 | 719718 | 1707887 | 449087 | 26860848 |
| % STD. ERROR | 10.0 | 3.8 | 2.4 | 7.6 | 5.9 | 15.5 | 24.7 | 20.9 | 10.0 | 15.2 | 1.9 |
| FIXED WING - TURBOPROP | | | | | | | | | | | |
| 2 ENG 1-12 SEATS | | | | | | | | | | | |
| EST TOT HOURS | 934309 | 167024 | 39133 | 0 | 2511 | 8576 | 394 | 274382 | 173501 | 48061 | 1647892 |
| % STD. ERROR | 7.5 | 22.4 | 56.0 | 0.0 | 120.8 | 117.4 | 638.4 | 23.6 | 22.0 | 40.0 | 5.1 |

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

PAGE 2 OF 3

| AIRCRAFT TYPE | EXECUTIVE | BUSINESS | PERSONAL | INSTRUCTIONAL | AERIAL APPL | AERIAL OBS | OTHER WORK | COMMUTER CARRIER | AIR TAXI | OTHER | TOTAL |
|-----------------------|-----------|----------|----------|---------------|-------------|------------|------------|------------------|----------|--------|----------|
| 2 ENG. 13+ SEATS | | | | | | | | | | | |
| EST TOT HOURS | 86789 | 2335 | 98 | 78 | 0 | 47 | 4744 | 1018370 | 29895 | 6727 | 1149083 |
| % STD. ERROR | 18.0 | 99.9 | 418.3 | 191.8 | 0.0 | 261.4 | 56.7 | 10.9 | 46.6 | 37.7 | 10.8 |
| 2 ENGINE TOTAL | | | | | | | | | | | |
| EST TOT HOURS | 1021098 | 169359 | 39232 | 78 | 2511 | 8624 | 5137 | 1292751 | 203396 | 54788 | 2796975 |
| % STD. ERROR | 7.1 | 22.2 | 55.6 | 191.8 | 120.8 | 109.9 | 63.8 | 9.7 | 19.9 | 34.2 | 5.3 |
| TURBOPROP OTHER | | | | | | | | | | | |
| EST TOT HOURS | 562 | 133 | 166 | 0 | 36863 | 1200 | 0 | 39557 | 571 | 5511 | 84563 |
| % STD. ERROR | 356.9 | 287.5 | 507.3 | 0.0 | 16.3 | 224.7 | 0.0 | 27.7 | 507.3 | 32.6 | 14.5 |
| TURBOPROP TOTAL | | | | | | | | | | | |
| EST TOT HOURS | 1021660 | 169492 | 39398 | 78 | 39373 | 9824 | 5137 | 1332308 | 203967 | 60299 | 2881537 |
| % STD. ERROR | 7.1 | 22.2 | 55.3 | 191.8 | 29.0 | 100.7 | 63.8 | 9.0 | 19.9 | 32.0 | 5.1 |
| FIXED WING - TURBOJET | | | | | | | | | | | |
| 2 ENGINE TURBOJET | | | | | | | | | | | |
| EST TOT HOURS | 1148118 | 93534 | 9108 | 0 | 0 | 2149 | 0 | 381 | 198364 | 114654 | 1566308 |
| % STD. ERROR | 6.3 | 33.0 | 62.9 | 0.0 | 0.0 | 179.3 | 0.0 | 230.2 | 21.5 | 21.6 | 4.8 |
| TURBOJET OTHER | | | | | | | | | | | |
| EST TOT HOURS | 79162 | 4144 | 2297 | 0 | 0 | 0 | 0 | 0 | 0 | 2398 | 88000 |
| % STD. ERROR | 23.0 | 74.8 | 33.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 147.3 | 21.9 |
| TURBOJET TOTAL | | | | | | | | | | | |
| EST TOT HOURS | 1227280 | 97678 | 11405 | 0 | 0 | 2149 | 0 | 381 | 198364 | 117052 | 1654308 |
| % STD. ERROR | 6.1 | 31.8 | 19.8 | 0.0 | 0.0 | 179.3 | 0.0 | 230.2 | 21.5 | 21.9 | 4.7 |
| FIXED WING TOTAL | | | | | | | | | | | |
| EST TOT HOURS | 3424275 | 5795816 | 9776062 | 4476006 | 1737147 | 1151929 | 246404 | 2052407 | 2110217 | 626439 | 31396696 |
| % STD. ERROR | 5.0 | 3.7 | 2.4 | 7.6 | 5.9 | 15.4 | 24.2 | 10.4 | 8.6 | 12.1 | 1.7 |
| ROTORCRAFT | | | | | | | | | | | |
| PISTON | | | | | | | | | | | |
| EST TOT HOURS | 2324 | 27257 | 29692 | 87579 | 222845 | 265593 | 4146 | 1275 | 14300 | 149447 | 804458 |
| % STD. ERROR | 90.0 | 29.3 | 20.8 | 25.3 | 25.3 | 25.8 | 42.1 | 168.6 | 89.8 | 33.4 | 12.8 |

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

PAGE 3 OF 3

| AIRCRAFT TYPE | EXECU- TIVE | BUSI- NESS | PER- SONAL | INSTRUC- TIONAL | AERIAL APPL | AERIAL OBS | OTHER WORK | COMMUTER CARRIER | AIR TAXI | OTHER | TOTAL |
|-------------------|----------------|---------------|---------------|--------------------|----------------|---------------|---------------|---------------------|-------------|--------|----------|
| TURBINE | | | | | | | | | | | |
| EST. TOT. HOURS | 353787 | 71498 | 8540 | 52750 | 24411 | 183940 | 59361 | 131669 | 788841 | 146139 | 1820836 |
| % STD. ERROR | 20.5 | 40.8 | 57.4 | 52.0 | 39.7 | 29.3 | 42.4 | 63.2 | 15.7 | 29.9 | 7.8 |
| ROTORCRAFT: TOTAL | | | | | | | | | | | |
| EST. TOT. HOURS | 356111 | 98755 | 38232 | 140329 | 247256 | 449533 | 63507 | 132944 | 803141 | 295586 | 2625395 |
| % STD. ERROR | 20.3 | 30.2 | 19.1 | 24.6 | 23.1 | 19.2 | 37.3 | 61.0 | 15.5 | 22.4 | 6.7 |
| OTHER | | | | | | | | | | | |
| EST. TOT. HOURS | 424 | 957 | 282818 | 60944 | 186 | 18337 | 13124 | 0 | 0 | 17467 | 394256 |
| % STD. ERROR | 120.3 | 88.6 | 10.0 | 19.1 | 234.5 | 34.0 | 42.3 | 0.0 | 0.0 | 27.3 | 7.6 |
| TOTAL | | | | | | | | | | | |
| EST. TOT. HOURS | 3780810 | 5895529 | 10097112 | 4677279 | 1984588 | 1619799 | 323034 | 2185351 | 2913358 | 939492 | 34416352 |
| % STD. ERROR | 4.9 | 3.7 | 2.3 | 7.2 | 5.8 | 12.2 | 19.8 | 10.4 | 7.7 | 9.8 | 1.6 |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES
ROW SUMMATIONS MAY DIFFER FROM PRINTED TOTALS BECAUSE SOME ACTIVE AIRCRAFT DID NOT REPORT USE

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

PAGE 1 OF 18

| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| OTHER 1 | 15490 | 520689 | 58518 | 11.2 | 58.2 | 5.8 | 10.0 |
| OTHER 2 | 1604 | 97277 | 13725 | 14.1 | 89.6 | 10.7 | 12.0 |
| OTHER 3 | 315 | 17689 | 9048 | 51.1 | 155.5 | 50.2 | 32.3 |
| OTHER 4 | 230 | 20760 | 8388 | 40.4 | 223.4 | 49.2 | 22.0 |
| OTHER 5 | 166 | 7895 | 4482 | 56.8 | 197.7 | 99.2 | 50.2 |
| OTHER 6 | 347 | 196877 | 49032 | 24.9 | 593.1 | 145.6 | 24.5 |
| OTHER 7 | 290 | 137068 | 80312 | 58.6 | 1309.1 | 468.1 | 35.8 |
| OTHER 8 | 133 | 6711 | 5976 | 89.0 | 196.8 | 26.5 | 13.4 |
| OTHER 9 | 622 | 198460 | 37926 | 19.1 | 364.6 | 63.2 | 17.3 |
| OTHER 10 | 274 | 7034 | 13395 | 190.4 | 33.2 | 62.1 | 187.5 |
| OTHER 11 | 1781 | 27310 | 14180 | 51.9 | 53.6 | 25.7 | 48.0 |
| OTHER 12 | 315 | 86413 | 16356 | 18.9 | 410.8 | 64.7 | 15.8 |
| OTHER 13 | 2854 | 106447 | 15328 | 14.4 | 51.8 | 6.6 | 12.8 |
| ADAMS A50S | 122 | 4940 | 920 | 18.6 | 40.5 | 7.5 | 18.6 |
| AERORSJ2 | 37 | 333 | 193 | 58.1 | 25.5 | 11.1 | 43.6 |
| AEROSPAS355 | 144 | 68295 | 7702 | 11.3 | 541.9 | 52.4 | 9.7 |
| AEROSPSA316 | 125 | 14332 | 9175 | 64.0 | 295.7 | 37.6 | 12.7 |
| AGUSTA205 | 41 | 7954 | 0 | 0.0 | 194.0 | 0.0 | 0.0 |
| AGUSTAA109 | 79 | 9428 | 3373 | 35.8 | 245.7 | 58.9 | 24.0 |
| AIRPTSA | 229 | 8000 | 2871 | 35.9 | 73.2 | 21.6 | 29.5 |
| AIRSPC18 | 23 | 982 | 536 | 54.5 | 88.4 | 37.9 | 42.9 |

NOTE: OTHER XX REFERS TO ALL GENERAL AVIATION AIRCRAFT
BELONGING TO MANUFACTURER/MODEL GROUPS OF FEWER THAN
20 AIRCRAFT IN SIZE FOR AIRCRAFT TYPE XX WHERE XX STANDS
FOR

- 01 FIXED WING PISTON, 1 ENGINE, 1-3, SEATS.
- 02 FIXED WING PISTON, 1 ENGINE, 4+ SEATS.
- 03 FIXED WING PISTON, 2 ENGINE, 1-6 SEATS.
- 04 FIXED WING PISTON, 2 ENGINE, 7+ SEATS.
- 05 FIXED WING PISTON, OTHER.
- 06 FIXED WING TURBOPROP, 2 ENGINES, 1-12 SEATS.
- 07 FIXED WING TURBOPROP, 2 ENGINES, 13+ SEATS.
- 08 FIXED WING TURBOPROP, OTHER.
- 09 FIXED WING TURBOJET, 2 ENGINES.
- 10 FIXED WING TURBOJET, OTHER.
- 11 ROTORCRAFT, PISTON.
- 12 ROTORCRAFT, TURBINE.
- 13 OTHER AIRCRAFT.

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| AIRTRCAT300 | 415 | 162647 | 27381 | 16.8 | 485.7 | 54.5 | 11.2 |
| AIRTRCAT400 | 62 | 29457 | 7661 | 26.0 | 522.6 | 98.0 | 18.7 |
| AMD FALC10 | 138 | 60374 | 4861 | 8.1 | 437.5 | 35.2 | 8.1 |
| AMD FALC20 | 228 | 84582 | 12330 | 14.6 | 413.5 | 42.6 | 10.3 |
| AMD FALC50 | 115 | 35137 | 6802 | 19.4 | 305.5 | 59.2 | 19.4 |
| AMTR TMK | 22 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ARCTICS1A | 93 | 1921 | 679 | 35.3 | 57.4 | 15.6 | 27.2 |
| ARCTICS1B1 | 24 | 808 | 223 | 27.6 | 44.0 | 10.1 | 23.0 |
| ARONCA15 | 199 | 6486 | 1148 | 17.7 | 52.8 | 6.6 | 12.6 |
| ARONCA58 | 147 | 3888 | 860 | 22.1 | 65.4 | 9.9 | 15.2 |
| ARONCA65 | 147 | 2434 | 529 | 21.7 | 39.1 | 4.6 | 11.8 |
| ARONCAC3 | 60 | 157 | 58 | 37.1 | 14.5 | 4.4 | 30.6 |
| AVIANWFALCON | 27 | 330 | 62 | 18.9 | 12.8 | 1.8 | 14.2 |
| AVIANWSKYHWK | 42 | 1740 | 679 | 39.0 | 41.4 | 16.2 | 39.0 |
| AYRES S2 | 827 | 284246 | 33752 | 11.9 | 361.2 | 41.4 | 11.5 |
| BAC 111 | 26 | 8973 | 1498 | 16.7 | 394.4 | 42.4 | 10.8 |
| BAG B206 | 30 | 1050 | 681 | 64.8 | 70.0 | 20.1 | 28.7 |
| BAG DH125 | 72 | 27127 | 2113 | 7.8 | 376.8 | 29.3 | 7.8 |
| BALWKSFIREFY | 1480 | 76807 | 20842 | 27.1 | 58.5 | 15.5 | 26.5 |
| BBAVIA11 | 834 | 26977 | 4483 | 16.6 | 53.4 | 7.0 | 13.1 |
| BBAVIA7 | 3455 | 150573 | 22330 | 14.8 | 79.5 | 8.4 | 10.6 |

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| BBAVIA8 | 231 | 21346 | 5398 | 25.3 | 135.1 | 29.1 | 21.5 |
| BEECH 100 | 271 | 102841 | 10304 | 10.0 | 379.5 | 38.0 | 10.0 |
| BEECH 17 | 201 | 3108 | 1624 | 52.2 | 56.3 | 10.3 | 18.3 |
| BEECH 18 | 842 | 138645 | 58546 | 42.2 | 311.4 | 122.8 | 39.5 |
| BEECH 1900 | 63 | 86841 | 23365 | 26.9 | 1378.4 | 370.9 | 26.9 |
| BEECH 200 | 857 | 278661 | 26715 | 9.6 | 325.2 | 31.2 | 9.6 |
| BEECH 23 | 2779 | 291556 | 69500 | 23.8 | 132.5 | 30.5 | 23.0 |
| BEECH 300 | 83 | 28137 | 4814 | 17.1 | 339.0 | 58.0 | 17.1 |
| BEECH 33 | 1707 | 151952 | 13053 | 8.6 | 98.1 | 7.1 | 7.2 |
| BEECH 35 | 6809 | 689968 | 52445 | 7.6 | 113.5 | 7.9 | 6.9 |
| BEECH 36 | 2217 | 360252 | 43764 | 12.1 | 163.8 | 19.8 | 12.1 |
| BEECH 45 | 288 | 27404 | 6339 | 23.1 | 147.0 | 25.1 | 17.1 |
| BEECH 50 | 320 | 28668 | 11912 | 41.6 | 184.4 | 45.0 | 24.4 |
| BEECH 55 | 2258 | 393081 | 76717 | 19.5 | 192.0 | 36.4 | 18.9 |
| BEECH 56 | 61 | 4650 | 1268 | 27.3 | 86.7 | 22.5 | 26.0 |
| BEECH 58 | 1581 | 259044 | 30282 | 11.7 | 168.9 | 18.9 | 11.2 |
| BEECH 60 | 428 | 62064 | 9944 | 16.0 | 155.3 | 21.7 | 14.0 |
| BEECH 65 | 132 | 7794 | 4943 | 63.4 | 86.0 | 42.5 | 49.4 |
| BEECH 76 | 332 | 58499 | 8475 | 14.5 | 176.2 | 25.5 | 14.5 |
| BEECH 77 | 238 | 52796 | 9749 | 18.5 | 221.8 | 41.0 | 18.5 |
| BEECH 80 | 173 | 11153 | 6749 | 60.5 | 114.4 | 56.1 | 49.1 |

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| BEECH 90 | 1187 | 333204 | 34759 | 10.4 | 299.0 | 26.8 | 9.0 |
| BEECH 95 | 468 | 49848 | 6759 | 13.6 | 122.4 | 13.3 | 10.8 |
| BEECH 99 | 143 | 223279 | 50566 | 22.6 | 1561.4 | 353.6 | 22.6 |
| BELL 204 | 185 | 23490 | 8973 | 38.2 | 146.4 | 50.7 | 34.7 |
| BELL 206 | 2171 | 987801 | 127010 | 12.9 | 514.3 | 61.1 | 11.9 |
| BELL 212 | 120 | 42271 | 12839 | 30.4 | 416.1 | 99.7 | 24.0 |
| BELL 214 | 18 | 9042 | 1711 | 18.9 | 502.3 | 95.1 | 18.9 |
| BELL 222 | 89 | 22255 | 5911 | 26.6 | 266.4 | 67.6 | 25.4 |
| BELL 412 | 47 | 49841 | 6693 | 13.4 | 1060.4 | 142.4 | 13.4 |
| BELL 47 | 1362 | 316112 | 75750 | 24.0 | 427.3 | 80.7 | 18.9 |
| BLANCA11 | 80 | 3273 | 1480 | 45.2 | 52.8 | 22.9 | 43.5 |
| BLANCA1413 | 268 | 4155 | 1348 | 32.5 | 31.3 | 6.8 | 21.6 |
| BLANCA1419 | 273 | 13165 | 2972 | 22.6 | 49.4 | 10.8 | 21.8 |
| BLANCA17 | 1046 | 71226 | 13177 | 18.5 | 74.4 | 12.4 | 16.7 |
| BLANCA7 | 2355 | 132218 | 20887 | 15.8 | 70.3 | 10.1 | 14.4 |
| BLANCA8 | 468 | 49193 | 10978 | 22.3 | 105.1 | 23.5 | 22.3 |
| BNORM BN2 | 98 | 63624 | 18466 | 29.0 | 996.0 | 191.2 | 19.2 |
| BOEING707 | 44 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| BOEING727 | 38 | 12180 | 2768 | 22.7 | 409.6 | 69.8 | 17.0 |
| BOEING75 | 1885 | 82287 | 18502 | 22.5 | 93.0 | 16.1 | 17.3 |
| BOEING757 | 3 | 927 | 0 | 0.0 | 309.0 | 0.0 | 0.0 |

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| BOLKMS105 | 124 | 48970 | 8572 | 17.5 | 413.3 | 65.4 | 15.8 |
| BOLKMS117 | 58 | 14264 | 5383 | 37.7 | 446.3 | 56.2 | 12.6 |
| BRAERODH125 | 55 | 18290 | 5298 | 29.0 | 515.5 | 71.7 | 13.9 |
| BRASOVIS28 | 49 | 2154 | 423 | 19.6 | 46.5 | 8.4 | 18.1 |
| BRWSTRFLEET2 | 26 | 428 | 256 | 59.7 | 35.0 | 18.1 | 51.7 |
| BRWSTRFLEET7 | 23 | 711 | 317 | 44.7 | 73.4 | 21.5 | 29.4 |
| BUKER 131 | 32 | 390 | 196 | 50.3 | 32.5 | 7.7 | 23.7 |
| CAMRONMODELO | 228 | 4858 | 791 | 16.3 | 30.3 | 3.2 | 10.4 |
| CASA C212 | 30 | 7508 | 5259 | 70.0 | 250.3 | 175.3 | 70.0 |
| CESSNA120 | 859 | 33129 | 10607 | 32.0 | 64.8 | 17.8 | 27.5 |
| CESSNA140 | 2342 | 144307 | 61762 | 42.8 | 89.1 | 37.4 | 41.9 |
| CESSNA150 | 19428 | 3117436 | 235503 | 7.6 | 178.7 | 13.0 | 7.3 |
| CESSNA170 | 2431 | 129277 | 13821 | 10.7 | 65.0 | 5.8 | 8.8 |
| CESSNA172 | 25193 | 3494688 | 234099 | 6.7 | 150.4 | 9.8 | 6.5 |
| CESSNA175 | 1276 | 143429 | 59538 | 41.5 | 121.1 | 49.9 | 41.2 |
| CESSNA177 | 2824 | 275489 | 39313 | 14.3 | 108.2 | 14.7 | 13.6 |
| CESSNA180 | 2690 | 242117 | 25867 | 10.7 | 98.2 | 9.7 | 9.8 |
| CESSNA182 | 13919 | 1641911 | 118500 | 7.2 | 125.9 | 8.9 | 7.0 |
| CESSNA185 | 1593 | 209599 | 36160 | 17.3 | 142.4 | 24.0 | 16.9 |
| CESSNA188 | 1740 | 395392 | 56117 | 14.2 | 257.9 | 32.6 | 12.7 |
| CESSNA190 | 86 | 3754 | 1215 | 32.4 | 77.6 | 20.6 | 26.6 |

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| CESSNA185 | 492 | 15566 | 5216 | 33.5 | 55.6 | 12.3 | 22.1 |
| CESSNA205 | 247 | 21611 | 3485 | 16.1 | 88.5 | 14.1 | 15.9 |
| CESSNA206 | 2941 | 484593 | 57582 | 11.9 | 167.2 | 19.7 | 11.8 |
| CESSNA207 | 366 | 181699 | 41384 | 22.8 | 578.7 | 76.7 | 13.3 |
| CESSNA208 | 71 | 40989 | 8860 | 21.6 | 577.3 | 124.8 | 21.6 |
| CESSNA210 | 6205 | 770176 | 56462 | 7.3 | 132.4 | 9.2 | 6.9 |
| CESSNA303 | 197 | 51070 | 8234 | 16.1 | 259.2 | 41.8 | 16.1 |
| CESSNA305 | 274 | 21235 | 6484 | 30.5 | 89.9 | 25.9 | 28.7 |
| CESSNA310 | 3166 | 461658 | 77859 | 16.9 | 161.1 | 26.0 | 16.2 |
| CESSNA320 | 327 | 22879 | 12707 | 55.5 | 76.7 | 41.3 | 53.8 |
| CESSNA335 | 45 | 10043 | 1826 | 18.2 | 223.2 | 40.6 | 18.2 |
| CESSNA336 | 80 | 1454 | 970 | 66.7 | 21.8 | 14.2 | 65.0 |
| CESSNA337 | 1174 | 177785 | 61221 | 34.4 | 164.0 | 55.6 | 33.9 |
| CESSNA340 | 938 | 184867 | 26307 | 14.2 | 203.7 | 28.1 | 13.8 |
| CESSNA401 | 232 | 50449 | 13066 | 25.9 | 223.4 | 56.6 | 25.3 |
| CESSNA402 | 700 | 315149 | 80322 | 25.5 | 564.8 | 127.0 | 22.5 |
| CESSNA404 | 153 | 45900 | 18758 | 40.9 | 470.0 | 92.1 | 19.6 |
| CESSNA411 | 148 | 7211 | 3897 | 54.0 | 49.7 | 26.6 | 53.5 |
| CESSNA414 | 785 | 211820 | 24476 | 11.6 | 273.0 | 30.9 | 11.3 |
| CESSNA421 | 1254 | 234728 | 37484 | 16.0 | 230.7 | 30.4 | 13.2 |
| CESSNA425 | 187 | 52021 | 7373 | 14.2 | 278.2 | 39.4 | 14.2 |

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| CESSNA441 | 245 | 78279 | 10714 | 13.7 | 319.5 | 43.7 | 13.7 |
| CESSNA500 | 609 | 222516 | 29294 | 13.2 | 365.4 | 48.1 | 13.2 |
| CESSNA501 | 52 | 13322 | 1306 | 9.8 | 256.2 | 25.1 | 9.8 |
| CESSNA650 | 97 | 41843 | 3876 | 9.3 | 431.4 | 40.0 | 9.3 |
| CESSNAT50 | 68 | 431 | 176 | 40.8 | 20.8 | 2.3 | 11.1 |
| CESSNAUC94 | 35 | 594 | 221 | 37.2 | 45.8 | 10.8 | 23.6 |
| CHILD S1 | 61 | 3669 | 567 | 15.4 | 63.0 | 9.1 | 14.5 |
| CHILD S2 | 178 | 13989 | 2860 | 20.4 | 86.6 | 15.2 | 17.5 |
| CNDAIRCL600 | 96 | 50347 | 5870 | 11.7 | 524.5 | 61.1 | 11.7 |
| CNTRAR101 | 32 | 2855 | 448 | 15.7 | 97.6 | 13.2 | 13.5 |
| COMWTH185 | 113 | 2152 | 853 | 39.6 | 46.6 | 14.2 | 30.4 |
| CONAERLA4 | 493 | 53216 | 10109 | 19.0 | 111.0 | 20.6 | 18.6 |
| CURTISC46 | 36 | 6948 | 0 | 0.0 | 193.0 | 0.0 | 0.0 |
| CURTISJR | 23 | 34 | 20 | 60.8 | 9.5 | 1.3 | 14.0 |
| CURTISROBIN | 38 | 15 | 24 | 165.1 | 10.0 | 0.0 | 0.0 |
| CURTISTRVAIR | 190 | 2262 | 782 | 34.6 | 46.1 | 13.0 | 28.1 |
| CVAC 240 | 32 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CVAC 440 | 14 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CVAC BT13 | 112 | 619 | 283 | 45.7 | 24.7 | 7.7 | 31.2 |
| CVAC L13 | 20 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CVAC STC580 | 27 | 1687 | 1688 | 100.0 | 250.0 | 0.1 | 0.0 |

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| DART G | 24 | 435 | 281 | 64.6 | 32.2 | 17.2 | 53.3 |
| DHAV DHC1 | 96 | 4858 | 908 | 18.7 | 64.5 | 9.0 | 14.0 |
| DHAV DHC2 | 270 | 58426 | 8450 | 14.5 | 275.6 | 34.5 | 12.5 |
| DHAV DHC3 | 37 | 407 | 0 | 0.0 | 11.0 | 0.0 | 0.0 |
| DHAV DHC4 | 25 | 1625 | 0 | 0.0 | 65.0 | 0.0 | 0.0 |
| DHAV DHC6 | 128 | 98301 | 37596 | 38.2 | 785.0 | 296.8 | 37.8 |
| DHAVXXDH82 | 83 | 1811 | 668 | 36.9 | 43.6 | 9.8 | 22.4 |
| DOUG A26 | 29 | 1292 | 712 | 55.1 | 98.0 | 0.0 | 0.0 |
| DOUG DC3 | 377 | 54872 | 47152 | 85.9 | 245.0 | 206.9 | 84.5 |
| DOUG DC4 | 84 | 1745 | 1771 | 101.5 | 26.9 | 26.6 | 98.5 |
| DOUG DC6 | 86 | 1505 | 1052 | 69.9 | 35.0 | 0.0 | 0.0 |
| DOUG DC7 | 26 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| DOUG DC8 | 55 | 1188 | 4341 | 365.4 | 540.0 | 0.0 | 0.0 |
| DOUG DC9 | 69 | 44160 | 0 | 0.0 | 640.0 | 0.0 | 0.0 |
| EAGLE DW | 74 | 14640 | 1725 | 11.8 | 255.4 | 20.5 | 8.0 |
| EAGLEBC7 | 57 | 3203 | 792 | 24.7 | 56.2 | 13.9 | 24.7 |
| EIRVON20 | 115 | 4353 | 1661 | 38.2 | 51.1 | 16.9 | 33.0 |
| EMAIR MA1 | 23 | 3174 | 2542 | 80.1 | 345.0 | 70.2 | 20.4 |
| EMB 110 | 121 | 273789 | 37934 | 13.9 | 2357.0 | 137.6 | 5.8 |
| ENSTRMF28 | 451 | 122098 | 36201 | 29.6 | 302.7 | 86.0 | 28.4 |
| FLEET 16B | 24 | 543 | 134 | 24.6 | 32.9 | 5.7 | 17.2 |

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| FRCHLD24 | 295 | 1364 | 673 | 49.4 | 35.0 | 4.8 | 13.6 |
| FRCHLDC119 | 34 | 148 | 532 | 359.6 | 100.0 | 0.0 | 0.0 |
| FRCHLDF27 | 19 | 5802 | 754 | 13.0 | 328.8 | 29.9 | 9.1 |
| FRCHLDM62 | 234 | 8845 | 3308 | 37.4 | 69.8 | 23.7 | 34.0 |
| GENBALAX6 | 67 | 857 | 258 | 30.1 | 18.7 | 3.6 | 19.1 |
| GLASFL201 | 37 | 1789 | 344 | 19.3 | 48.4 | 9.3 | 19.3 |
| GLASFLH301 | 117 | 3557 | 1410 | 39.7 | 67.0 | 10.3 | 15.3 |
| GROB 103CAT | 58 | 10045 | 2543 | 25.3 | 176.9 | 44.3 | 25.0 |
| GROB 109 | 72 | 7274 | 2785 | 38.3 | 113.7 | 41.2 | 36.3 |
| GROB ASTIR | 60 | 3726 | 772 | 20.7 | 72.8 | 14.0 | 19.2 |
| GRTLKS2T1 | 184 | 10190 | 1553 | 15.2 | 78.6 | 10.8 | 13.8 |
| GRUMANS A16 | 21 | 8825 | 3148 | 35.7 | 550.5 | 176.0 | 32.0 |
| GRUMAVAA1 | 571 | 32580 | 9650 | 29.6 | 69.3 | 18.9 | 27.3 |
| GRUMAVAA5 | 1052 | 108915 | 12543 | 11.5 | 111.4 | 11.7 | 10.5 |
| GRUMAVG1159 | 38 | 13409 | 3045 | 22.7 | 368.9 | 81.0 | 22.0 |
| GRUMAVG164 | 1224 | 354883 | 52736 | 14.9 | 349.7 | 42.8 | 12.3 |
| GRUMAVG21 | 53 | 6917 | 2191 | 31.7 | 190.6 | 38.6 | 20.2 |
| GRUMAVTBM | 39 | 547 | 180 | 32.9 | 33.2 | 8.3 | 25.1 |
| GULSTM112 | 689 | 67157 | 14373 | 21.4 | 106.8 | 21.6 | 20.2 |
| GULSTM500 | 316 | 51367 | 21068 | 41.0 | 254.4 | 84.7 | 33.3 |
| GULSTM520 | 52 | 1836 | 962 | 52.4 | 53.0 | 23.9 | 45.2 |

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| GULSTM560 | 91 | 4072 | 1348 | 33.1 | 93.8 | 17.4 | 18.6 |
| GULSTM680 | 306 | 18504 | 9515 | 51.4 | 145.8 | 46.2 | 31.7 |
| GULSTM680TP | 114 | 14396 | 4071 | 28.3 | 162.4 | 36.1 | 22.2 |
| GULSTM690TC | 28 | 5749 | 903 | 15.7 | 205.3 | 32.2 | 15.7 |
| GULSTM690TP | 486 | 160287 | 28752 | 17.9 | 329.8 | 59.2 | 17.9 |
| GULSTMAA1 | 585 | 43483 | 6486 | 14.9 | 85.7 | 11.0 | 12.8 |
| GULSTMAA5 | 635 | 78479 | 24184 | 30.8 | 124.6 | 38.3 | 30.8 |
| GULSTMG1159 | 171 | 66008 | 11552 | 17.5 | 411.0 | 66.0 | 16.1 |
| GULSTMG159 | 131 | 45997 | 9647 | 21.0 | 354.5 | 73.6 | 20.8 |
| GULSTMG44 | 82 | 9103 | 1641 | 18.0 | 146.3 | 22.8 | 15.6 |
| GULSTMG73 | 29 | 22344 | 4667 | 20.9 | 960.1 | 127.1 | 13.2 |
| GULSTMGA7 | 56 | 6004 | 1106 | 18.4 | 107.2 | 19.7 | 18.4 |
| H23/HTE | 44 | 1035 | 494 | 47.7 | 127.9 | 23.8 | 18.6 |
| H34/55 | 31 | 3404 | 3273 | 96.2 | 366.0 | 0.0 | 0.0 |
| HELIO H250 | 19 | 1833 | 520 | 28.3 | 96.5 | 27.3 | 28.3 |
| HELIO H295 | 107 | 5886 | 1493 | 25.4 | 65.7 | 14.6 | 22.3 |
| HELIO H391 | 22 | 501 | 267 | 53.4 | 54.6 | 22.5 | 41.3 |
| HILLERFH1100 | 71 | 1028 | 1275 | 124.0 | 105.0 | 23.0 | 21.9 |
| HILLERUH12 | 587 | 135305 | 42371 | 31.3 | 340.8 | 99.3 | 29.1 |
| HUGHES269 | 734 | 129912 | 37575 | 28.9 | 257.5 | 66.7 | 25.9 |
| HUGHES369 | 673 | 217398 | 43489 | 20.0 | 426.1 | 70.1 | 16.4 |

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GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| HMKS LYDH104 | 33 | 801 | 517 | 64.6 | 75.0 | 0.0 | 0.0 |
| HMKS LYDH125 | 197 | 63155 | 8790 | 13.9 | 320.6 | 44.6 | 13.9 |
| HYNES 82 | 128 | 9150 | 3740 | 40.9 | 90.0 | 31.7 | 35.2 |
| INTRCP200 | 30 | 878 | 281 | 32.1 | 61.2 | 7.1 | 11.5 |
| ISRAEL1121 | 110 | 21779 | 5589 | 25.7 | 244.0 | 56.4 | 23.1 |
| ISRAEL1123 | 26 | 3936 | 1202 | 30.5 | 189.3 | 37.6 | 19.9 |
| ISRAEL1124 | 216 | 68077 | 7957 | 11.7 | 315.2 | 36.8 | 11.7 |
| JBMSTROGA15 | 83 | 894 | 387 | 43.3 | 28.8 | 9.2 | 31.9 |
| LAIKFN10 | 39 | 85 | 86 | 101.7 | 37.0 | 0.0 | 0.0 |
| LEAR 23 | 60 | 10775 | 3644 | 33.8 | 239.4 | 67.0 | 28.0 |
| LEAR 24 | 192 | 37647 | 8210 | 21.8 | 227.9 | 41.1 | 18.0 |
| LEAR 25 | 264 | 87400 | 20305 | 23.2 | 336.7 | 76.8 | 22.8 |
| LEAR 35 | 433 | 200443 | 18938 | 9.4 | 462.9 | 43.7 | 9.4 |
| LEAR 55 | 99 | 45005 | 4853 | 10.8 | 454.6 | 49.0 | 10.8 |
| LET L13 | 165 | 5550 | 3048 | 54.9 | 82.8 | 33.0 | 39.8 |
| LKHEED12A | 20 | 185 | 87 | 47.0 | 25.3 | 4.1 | 16.1 |
| LKHEED1329 | 98 | 32461 | 10848 | 33.4 | 383.2 | 119.9 | 31.3 |
| LKHEED18 | 62 | 3303 | 1877 | 56.8 | 106.5 | 28.9 | 27.1 |
| LKHEED382 | 18 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LKHEEDP2V | 22 | 22 | 17 | 75.9 | 3.0 | 0.0 | 0.0 |
| LKHEEDPV1 | 36 | 180 | 332 | 184.3 | 60.0 | 0.0 | 0.0 |

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| LKHEEDT33 | 48 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LUSCOMB | 2167 | 59423 | 12960 | 21.8 | 46.3 | 8.7 | 18.7 |
| MAULE M4 | 276 | 8423 | 2567 | 30.5 | 52.4 | 9.8 | 18.7 |
| MAULE M5 | 457 | 41534 | 16588 | 39.9 | 93.8 | 37.0 | 39.5 |
| MAULE M6 | 72 | 6756 | 3287 | 48.7 | 97.5 | 46.8 | 48.0 |
| MCLISHFUNKB | 148 | 2570 | 710 | 27.6 | 33.6 | 7.7 | 22.8 |
| MEYERSOTW | 52 | 603 | 122 | 20.2 | 24.1 | 3.7 | 15.2 |
| MNCUP90 | 68 | 868 | 217 | 25.0 | 48.0 | 9.4 | 19.6 |
| MMITEM18 | 147 | 3378 | 1234 | 36.5 | 36.4 | 11.7 | 32.0 |
| MOONEYM20 | 6237 | 698255 | 46615 | 6.7 | 116.2 | 7.5 | 6.5 |
| MRCHTIS205 | 44 | 2130 | 556 | 26.1 | 57.0 | 13.8 | 24.3 |
| MTSBSIMU2 | 337 | 37694 | 22331 | 59.2 | 269.9 | 75.7 | 28.1 |
| MTSBSIMU300 | 77 | 13415 | 4339 | 32.3 | 174.2 | 56.4 | 32.3 |
| MULTECD16 | 45 | 736 | 301 | 40.8 | 51.1 | 9.3 | 18.1 |
| NAMER B25 | 53 | 580 | 406 | 70.0 | 61.2 | 17.3 | 28.2 |
| NAMER F51 | 146 | 4547 | 1554 | 34.2 | 48.4 | 14.2 | 29.3 |
| NAMER NA260 | 144 | 5996 | 1265 | 21.1 | 69.6 | 10.4 | 15.0 |
| NAMER T6 | 568 | 22537 | 6742 | 29.9 | 48.1 | 13.0 | 27.0 |
| NATBAL752 | 31 | 1462 | 547 | 37.4 | 47.2 | 17.7 | 37.4 |
| NAVAL N3N | 134 | 2486 | 643 | 25.9 | 40.8 | 7.6 | 18.6 |
| NAVIONNAVION | 552 | 12896 | 4512 | 35.0 | 43.6 | 10.2 | 23.5 |

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| NORD 3202 | 27 | 330 | 197 | 59.6 | 36.7 | 6.2 | 16.9 |
| NORD SV4 | 42 | 1809 | 356 | 19.7 | 58.3 | 7.8 | 13.4 |
| NORWST65 | 52 | 1125 | 209 | 18.6 | 38.7 | 5.5 | 14.2 |
| ORLHELH19 | 71 | 3773 | 1859 | 49.3 | 93.0 | 27.3 | 29.3 |
| ORLHEL58 | 36 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PARTENP68 | 30 | 11683 | 2205 | 18.9 | 406.3 | 73.3 | 18.0 |
| PICARDAX6 | 152 | 1181 | 444 | 37.6 | 15.6 | 5.2 | 33.0 |
| PILATSB4 | 24 | 2470 | 1095 | 44.3 | 102.9 | 45.6 | 44.3 |
| PIPER 600 | 405 | 80169 | 10199 | 12.7 | 206.0 | 24.7 | 12.0 |
| PIPER E2 | 20 | 35 | 24 | 70.1 | 13.0 | 3.5 | 26.9 |
| PIPER J2 | 60 | 1157 | 268 | 23.1 | 39.6 | 7.4 | 18.7 |
| PIPER J3 | 4216 | 170530 | 21723 | 12.7 | 67.1 | 7.0 | 10.4 |
| PIPER J4 | 250 | 3168 | 956 | 30.2 | 46.1 | 9.6 | 20.7 |
| PIPER J5 | 351 | 10185 | 3417 | 33.5 | 47.9 | 14.6 | 30.4 |
| PIPER PA12 | 1352 | 65772 | 9870 | 15.0 | 78.9 | 9.7 | 12.3 |
| PIPER PA14 | 107 | 1163 | 934 | 80.3 | 29.7 | 18.5 | 62.2 |
| PIPER PA15 | 187 | 3196 | 890 | 27.9 | 41.0 | 7.4 | 18.0 |
| PIPER PA16 | 367 | 9188 | 2111 | 23.0 | 42.7 | 6.2 | 14.4 |
| PIPER PA17 | 113 | 2001 | 1412 | 70.6 | 54.2 | 32.3 | 59.6 |
| PIPER PA18 | 3565 | 429451 | 67988 | 15.8 | 144.4 | 21.3 | 14.8 |
| PIPER PA20 | 451 | 16953 | 2939 | 17.3 | 64.3 | 7.7 | 12.0 |

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| PIPER PA22 | 4820 | 202796 | 25835 | 12.7 | 60.3 | 6.5 | 10.8 |
| PIPER PA23 | 3369 | 383261 | 58089 | 15.2 | 150.1 | 19.9 | 13.2 |
| PIPER PA24 | 3150 | 267012 | 25961 | 9.7 | 91.5 | 8.3 | 9.0 |
| PIPER PA25 | 1274 | 215832 | 41504 | 19.2 | 208.5 | 36.1 | 17.3 |
| PIPER PA28 | 22698 | 2876567 | 151690 | 5.3 | 132.4 | 6.9 | 5.2 |
| PIPER PA30 | 1271 | 122675 | 18730 | 15.3 | 109.8 | 15.2 | 13.9 |
| PIPER PA31 | 1995 | 621591 | 78445 | 12.6 | 312.4 | 39.0 | 12.5 |
| PIPER PA31T | 597 | 123558 | 17417 | 14.1 | 207.0 | 29.2 | 14.1 |
| PIPER PA32 | 4347 | 600649 | 68951 | 11.5 | 147.6 | 16.4 | 11.1 |
| PIPER PA34 | 2125 | 393934 | 71185 | 18.1 | 222.6 | 36.3 | 16.3 |
| PIPER PA36 | 373 | 69060 | 14452 | 20.9 | 210.1 | 35.5 | 16.9 |
| PIPER PA38 | 1467 | 238712 | 38922 | 16.7 | 178.9 | 28.5 | 15.9 |
| PIPER PA42 | 120 | 44998 | 7793 | 17.3 | 400.8 | 56.9 | 14.2 |
| PIPER PA44 | 327 | 149795 | 38465 | 25.7 | 458.1 | 117.6 | 25.7 |
| PIPER PA46 | 231 | 66705 | 10743 | 16.1 | 288.8 | 46.5 | 16.1 |
| PROPIJT200 | 68 | 3720 | 923 | 24.8 | 99.5 | 15.2 | 15.3 |
| RAVEN RX6 | 203 | 2248 | 543 | 24.2 | 17.2 | 2.1 | 12.2 |
| RAVEN S50 | 87 | 316 | 332 | 103.2 | 29.8 | 11.5 | 38.7 |
| RAVEN S55 | 820 | 20570 | 4546 | 22.1 | 33.3 | 4.7 | 14.1 |
| RAVEN S60 | 229 | 10227 | 1485 | 14.5 | 49.5 | 6.3 | 12.8 |
| RAVEN S66 | 50 | 1314 | 524 | 39.9 | 40.9 | 11.3 | 27.7 |

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

PAGE 15 OF 18

| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| RKWELL500 | 35 | 8652 | 1748 | 20.2 | 263.7 | 49.9 | 18.9 |
| RKWELL700 | 24 | 4189 | 1096 | 26.2 | 174.5 | 45.7 | 26.2 |
| RKWELLNA265 | 339 | 164337 | 44455 | 27.1 | 557.7 | 141.6 | 25.4 |
| ROBSINR22 | 274 | 72631 | 14985 | 20.6 | 298.7 | 56.5 | 18.9 |
| ROLSCHLS | 111 | 10225 | 1580 | 15.5 | 101.6 | 13.0 | 12.8 |
| RYAN ST3 | 164 | 3561 | 861 | 24.2 | 42.5 | 7.5 | 17.7 |
| RYAN STA | 34 | 620 | 373 | 60.2 | 29.8 | 16.1 | 54.1 |
| SAAB SF340 | 32 | 10208 | 1956 | 19.2 | 319.0 | 61.1 | 19.2 |
| SCHLERASK21 | 33 | 4147 | 1321 | 31.9 | 125.7 | 40.0 | 31.9 |
| SCHLERASW15 | 37 | 1256 | 345 | 27.5 | 33.9 | 9.3 | 27.5 |
| SCHLERASW19 | 58 | 3100 | 589 | 19.0 | 53.4 | 10.2 | 19.0 |
| SCHLERASW20 | 98 | 7241 | 1552 | 21.4 | 74.9 | 15.8 | 21.2 |
| SCHLERK8 | 25 | 1278 | 551 | 43.1 | 62.5 | 25.6 | 41.0 |
| SCHLERKA6 | 73 | 3319 | 674 | 20.3 | 48.1 | 9.2 | 19.1 |
| SCWZERG164 | 232 | 40534 | 7993 | 19.7 | 225.1 | 30.1 | 13.4 |
| SCWZERSG1 | 762 | 29495 | 4299 | 14.6 | 48.9 | 6.3 | 12.9 |
| SCWZERSG2 | 583 | 36705 | 11421 | 31.1 | 122.9 | 28.1 | 22.9 |
| SEMCO CLNGER | 21 | 7 | 6 | 86.3 | 2.0 | 0.0 | 0.0 |
| SEMCO MODEL T | 27 | 418 | 458 | 109.5 | 155.0 | 0.0 | 0.0 |
| SKRSKYS55 | 30 | 387 | 329 | 85.0 | 38.8 | 22.0 | 56.8 |
| SKRSKYS58 | 73 | 5050 | 2372 | 47.0 | 127.8 | 37.9 | 29.7 |

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

PAGE 16 OF 18

| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| SKRSKYS8T | 32 | 8307 | 4916 | 59.2 | 346.1 | 185.7 | 53.6 |
| SKRSKYS61 | 19 | 5177 | 3312 | 64.0 | 635.8 | 129.6 | 20.4 |
| SKRSKYS76 | 167 | 58469 | 15996 | 27.4 | 400.0 | 100.3 | 25.1 |
| SLINDS100 | 306 | 11986 | 2622 | 21.9 | 46.3 | 9.3 | 20.0 |
| SMITH 600 | 371 | 55425 | 11424 | 20.6 | 149.4 | 30.8 | 20.6 |
| SNIAS 350 | 244 | 120044 | 27282 | 22.7 | 492.0 | 111.8 | 22.7 |
| SNIAS SA341 | 42 | 1728 | 1696 | 98.1 | 107.0 | 89.6 | 83.8 |
| SOCATAMS894 | 40 | 1460 | 712 | 48.7 | 73.0 | 18.4 | 25.3 |
| SOCATARALLE | 21 | 1833 | 283 | 15.4 | 98.2 | 12.1 | 12.3 |
| SOCATATB10 | 52 | 5919 | 1260 | 21.3 | 113.8 | 24.2 | 21.3 |
| SOCATATB20 | 86 | 13086 | 2731 | 20.9 | 152.2 | 31.8 | 20.9 |
| SPHRTHCIRRUS | 98 | 5983 | 890 | 14.9 | 69.2 | 9.5 | 13.7 |
| SPHRTINIMBUS | 52 | 3487 | 855 | 24.5 | 67.1 | 16.4 | 24.5 |
| SPHRTHVENTUS | 50 | 6076 | 677 | 11.1 | 121.5 | 13.5 | 11.1 |
| STNSON10 | 160 | 1966 | 540 | 27.5 | 56.0 | 8.5 | 15.2 |
| STNSONL5 | 123 | 552 | 374 | 67.7 | 37.3 | 9.2 | 24.7 |
| STNSONSR9 | 26 | 145 | 81 | 55.7 | 32.0 | 14.1 | 44.2 |
| STNSONV77 | 106 | 670 | 390 | 58.3 | 17.0 | 8.4 | 49.8 |
| STOLAMRC3 | 223 | 3982 | 1771 | 44.5 | 39.8 | 14.9 | 37.5 |
| SUPAC LA | 98 | 713 | 146 | 20.5 | 33.7 | 4.4 | 12.9 |
| SUPAC V | 30 | 84 | 38 | 46.0 | 10.6 | 0.5 | 5.0 |

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| SWRNGNSA226 | 240 | 259673 | 47823 | 18.4 | 896.8 | 77.1 | 8.6 |
| SWRNGNSA227 | 118 | 159449 | 25859 | 16.2 | 1351.3 | 219.1 | 16.2 |
| SWRNGNSA26 | 101 | 18686 | 4189 | 22.4 | 199.7 | 40.4 | 20.2 |
| TCRAFK21 | 20 | 1498 | 337 | 22.5 | 74.9 | 16.9 | 22.5 |
| TCRAFKD | 292 | 10326 | 3373 | 32.7 | 64.9 | 14.5 | 22.4 |
| TCRAFTA | 32 | 444 | 148 | 33.4 | 26.7 | 6.8 | 25.5 |
| TCRAFTBC | 1841 | 55642 | 12143 | 21.8 | 56.3 | 9.1 | 16.2 |
| TCRAFTBF | 40 | 1512 | 379 | 25.1 | 52.6 | 10.6 | 20.2 |
| TCRAFTBL | 233 | 3814 | 975 | 25.6 | 42.0 | 7.5 | 17.8 |
| TEMCO 11A | 30 | 758 | 129 | 17.0 | 34.8 | 3.8 | 10.8 |
| TH55 | 39 | 1405 | 372 | 26.5 | 116.7 | 14.7 | 12.6 |
| THUNDRAX7 | 64 | 1161 | 773 | 66.6 | 20.3 | 12.9 | 63.5 |
| TMPSONNAVION | 632 | 38544 | 7685 | 19.9 | 81.7 | 13.8 | 16.9 |
| TRYTEK65 | 350 | 4918 | 2090 | 42.5 | 37.2 | 14.2 | 38.1 |
| TRYTEK | 33 | 363 | 339 | 93.3 | 110.0 | 0.0 | 0.0 |
| UNIVACGC1 | 676 | 25180 | 6471 | 25.7 | 50.1 | 11.6 | 23.2 |
| UNIVAR108 | 1976 | 57855 | 8937 | 15.4 | 51.9 | 6.9 | 13.3 |
| UNIVAR415 | 2364 | 59630 | 13732 | 23.0 | 57.0 | 10.0 | 17.5 |
| VARGA 2150 | 133 | 11710 | 3714 | 31.7 | 93.1 | 28.9 | 31.1 |
| WACO ASO | 31 | 350 | 127 | 36.2 | 52.0 | 10.3 | 19.8 |
| WACO GXE | 39 | 252 | 100 | 39.9 | 15.4 | 5.2 | 34.1 |

TABLE 2 - 5
GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| WACO R | 28 | 100 | 40 | 40.4 | 10.3 | 3.3 | 31.7 |
| WACO UPF7 | 165 | 3335 | 1222 | 36.6 | 46.3 | 14.0 | 30.4 |
| WACO YK | 54 | 546 | 151 | 27.7 | 29.0 | 5.7 | 19.8 |
| WSK M18 | 48 | 16297 | 2641 | 16.2 | 358.4 | 53.0 | 14.8 |
| WTHRLY201 | 64 | 12114 | 1308 | 10.8 | 205.8 | 20.0 | 9.7 |
| TOTAL | 268617 | 34416352 | 565074 | 1.6 | 148.9 | 2.4 | 1.6 |

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1986

PAGE 1 OF 2

| AIRCRAFT TYPE | POPULATION SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------|--------------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| FIXED WING | | | | | | |
| FIXED WING - PISTON | | | | | | |
| 1 ENG: 1-3 SEATS | 87075 | 62427 | 807 | 1.3 | 71.7 | 0.9 |
| 1 ENG: 4+ SEATS | 121530 | 109351 | 650 | 0.6 | 90.0 | 0.5 |
| 1 ENGINE: TOTAL | 208605 | 171777 | 1036 | 0.6 | 82.3 | 0.5 |
| 2 ENG: 1-6 SEATS | 18544 | 16166 | 293 | 1.8 | 87.2 | 1.6 |
| 2 ENG: 7+ SEATS | 9739 | 7555 | 228 | 3.0 | 77.6 | 2.3 |
| 2 ENGINE: TOTAL | 28283 | 23721 | 372 | 1.6 | 83.9 | 1.3 |
| PISTON: OTHER | 362 | 148 | 36 | 24.1 | 40.8 | 9.8 |
| PISTON: TOTAL | 237250 | 195646 | 1102 | 0.6 | 82.5 | 0.5 |
| FIXED WING - TURBOPROP | | | | | | |
| 2 ENG: 1-12 SEATS | 5134 | 4809 | 97 | 2.0 | 93.7 | 1.9 |
| 2 ENG: 13+ SEATS | 1196 | 970 | 56 | 5.8 | 81.1 | 4.7 |
| 2 ENGINE: TOTAL | 6330 | 5779 | 112 | 1.9 | 91.3 | 1.8 |
| TURBOPROP: OTHER | 302 | 185 | 30 | 16.2 | 61.3 | 9.9 |
| TURBOPROP: TOTAL | 6632 | 5964 | 116 | 2.0 | 89.9 | 1.8 |

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1986

PAGE 2 OF 2

| AIRCRAFT TYPE | POPULATION SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|-----------------------|--------------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| FIXED WING - TURBOJET | | | | | | |
| 2 ENGINE TURBOJET | 4289 | 4037 | 64 | 1.6 | 94.1 | 1.5 |
| TURBOJET: OTHER | 672 | 444 | 72 | 16.3 | 66.0 | 10.8 |
| TURBOJET: TOTAL | 4961 | 4480 | 97 | 2.2 | 90.3 | 1.9 |
| FIXED WING: TOTAL | 248843 | 206090 | 1112 | 0.5 | 82.8 | 0.4 |
| ROTORCRAFT | | | | | | |
| PISTON | 5566 | 2921 | 175 | 6.0 | 52.5 | 3.1 |
| TURBINE | 4899 | 4022 | 126 | 3.1 | 82.1 | 2.6 |
| ROTORCRAFT: TOTAL | 10465 | 6943 | 215 | 3.1 | 66.3 | 2.1 |
| OTHER | 9309 | 7010 | 211 | 3.0 | 75.3 | 2.3 |
| TOTAL | 268617 | 220044 | 1152 | 0.5 | 81.9 | 0.4 |

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1986

PAGE 1 OF 3

| STATE | ESTIMATE OF POPULATION | STANDARD ERROR | ESTIMATE OF ACTIVE POPULATION | STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|-------------------|------------------------------|-------------------|--|-------------------|-------------------------------------|-------------------|
| ALABAMA | 3365 | 401 | 2673 | 358 | 79.4 | 14.2 |
| ALASKA | 9339 | 586 | 7557 | 523 | 80.9 | 7.6 |
| ARIZONA | 7167 | 572 | 5787 | 516 | 80.7 | 9.7 |
| ARKANSAS | 3030 | 381 | 2514 | 343 | 83.0 | 15.4 |
| CALIFORNIA | 36836 | 1226 | 30387 | 1108 | 82.5 | 4.1 |
| COLORADO | 5155 | 494 | 4273 | 444 | 82.9 | 11.7 |
| CONNECTICUT | 2357 | 339 | 1992 | 309 | 84.5 | 17.9 |
| DELAWARE | 1059 | 220 | 932 | 209 | 88.0 | 26.9 |
| DIST. OF COLUMBIA | 26 | 24 | 21 | 22 | 80.9 | 116.5 |
| FLORIDA | 16004 | 852 | 12882 | 760 | 80.5 | 6.4 |
| GEORGIA | 5428 | 512 | 4517 | 464 | 83.2 | 11.6 |
| HAWAII | 508 | 139 | 366 | 118 | 72.1 | 30.5 |
| IDaho | 2833 | 365 | 2274 | 327 | 80.3 | 15.5 |
| ILLINOIS | 9400 | 667 | 7603 | 597 | 80.9 | 8.6 |
| INDIANA | 5036 | 499 | 4212 | 450 | 83.6 | 12.3 |
| IOWA | 3440 | 407 | 2683 | 358 | 78.0 | 13.9 |
| KANSAS | 4737 | 480 | 4033 | 440 | 85.1 | 12.7 |
| KENTUCKY | 2213 | 328 | 1738 | 284 | 78.5 | 17.3 |
| LOUISIANA | 4376 | 438 | 3746 | 394 | 85.6 | 12.4 |
| MAINE | 1535 | 276 | 1320 | 254 | 86.0 | 22.7 |
| MARYLAND | 3490 | 416 | 2709 | 363 | 77.6 | 13.9 |

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1986

PAGE 2 OF 3

| STATE | ESTIMATE OF POPULATION | STANDARD ERROR | ESTIMATE OF ACTIVE POPULATION | STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|----------------|------------------------------|-------------------|--|-------------------|-------------------------------------|-------------------|
| MASSACHUSETTS | 3835 | 433 | 3248 | 396 | 84.7 | 14.1 |
| MICHIGAN | 8795 | 647 | 7080 | 575 | 80.3 | 8.8 |
| MINNESOTA | 6144 | 528 | 4507 | 452 | 73.4 | 9.7 |
| MISSISSIPPI | 2410 | 344 | 2060 | 317 | 85.5 | 18.0 |
| MISSOURI | 5290 | 511 | 4192 | 452 | 79.2 | 11.5 |
| MONTANA | 2675 | 367 | 2368 | 341 | 88.5 | 17.6 |
| NEBRASKA | 2628 | 350 | 2177 | 315 | 82.8 | 16.3 |
| NEVADA | 2498 | 334 | 2219 | 314 | 88.8 | 17.3 |
| NEW HAMPSHIRE | 1697 | 279 | 1443 | 256 | 85.0 | 20.5 |
| NEW JERSEY | 5006 | 487 | 4291 | 448 | 85.7 | 12.2 |
| NEW MEXICO | 2648 | 347 | 2302 | 322 | 86.9 | 16.7 |
| NEW YORK | 8379 | 626 | 6772 | 558 | 80.8 | 9.0 |
| NORTH CAROLINA | 5309 | 516 | 4386 | 464 | 82.6 | 11.9 |
| NORTH DAKOTA | 1913 | 308 | 1615 | 281 | 84.4 | 20.0 |
| OHIO | 9158 | 652 | 7283 | 580 | 79.5 | 8.5 |
| OKLAHOMA | 5197 | 504 | 4147 | 453 | 79.8 | 11.7 |
| OREGON | 5654 | 511 | 4543 | 460 | 80.4 | 10.9 |
| PENNSYLVANIA | 7800 | 594 | 6405 | 539 | 82.1 | 9.3 |
| RHODE ISLAND | 621 | 176 | 560 | 166 | 90.3 | 37.0 |
| SOUTH CAROLINA | 2144 | 323 | 1787 | 296 | 83.4 | 18.7 |
| SOUTH DAKOTA | 1640 | 289 | 1378 | 262 | 84.0 | 21.8 |

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1986

PAGE 3 OF 3

| STATE | ESTIMATE OF POPULATION | STANDARD ERROR | ESTIMATE OF ACTIVE POPULATION | STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|-------------------------|------------------------------|-------------------|--|-------------------|-------------------------------------|-------------------|
| TENNESSEE | 3839 | 431 | 3145 | 384 | 81.9 | 13.6 |
| TEXAS | 23440 | 1014 | 19961 | 925 | 85.2 | 5.4 |
| UTAH | 1466 | 277 | 1284 | 256 | 87.6 | 24.1 |
| VERMONT | 468 | 144 | 388 | 132 | 83.0 | 38.0 |
| VIRGINIA | 3778 | 419 | 3225 | 384 | 85.4 | 13.9 |
| WASHINGTON | 8272 | 624 | 6160 | 533 | 74.5 | 8.6 |
| WEST VIRGINIA | 1278 | 259 | 1132 | 243 | 88.5 | 26.2 |
| WISCONSIN | 5339 | 512 | 4180 | 453 | 78.3 | 11.3 |
| WYOMING | 1265 | 237 | 1101 | 221 | 87.1 | 23.9 |
| PUERTO RICO | 428 | 145 | 352 | 126 | 82.3 | 40.5 |
| OTHER U. S. TERRITORIES | 232 | 103 | 107 | 76 | 46.2 | 38.4 |
| TOTAL | 268617 | | 220043 | 1152 | 81.9 | 0.4 |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U. S. A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 8
GENERAL AVIATION ACTIVE AIRCRAFT
BY
REGION OF BASED AIRCRAFT
1986

| REGION | ESTIMATE OF POPULATION | STANDARD ERROR | ESTIMATE OF ACTIVE POPULATION | STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|-----------------|------------------------------|-------------------|--|-------------------|-------------------------------------|-------------------|
| ALASKAN | 9339 | 586 | 7557 | 523 | 80.9 | 7.6 |
| CENTRAL | 16095 | 861 | 13085 | 770 | 81.3 | 6.5 |
| EASTERN | 30817 | 1141 | 25487 | 1032 | 82.7 | 4.5 |
| GREAT LAKES | 47424 | 1375 | 37838 | 1226 | 79.8 | 3.5 |
| NEW ENGLAND | 10513 | 700 | 8952 | 642 | 85.2 | 8.3 |
| NORTHWEST MT. | 27319 | 1085 | 22004 | 968 | 80.5 | 4.8 |
| SOUTHERN | 41365 | 1301 | 33642 | 1167 | 81.3 | 3.8 |
| SOUTHWESTERN | 38691 | 1255 | 32669 | 1139 | 84.4 | 4.0 |
| WESTERN-PACIFIC | 47018 | 1349 | 38764 | 1220 | 82.4 | 3.5 |
| TOTAL | 268617 | | 220043 | 1152 | 81.9 | 0.4 |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

PAGE 1 OF 3

| AIRCRAFT TYPE | TOTAL ACTIVE | ACTIVE USE | | | | | | | | | | IN- ACTIVE |
|---------------------|-----------------|----------------|---------------|---------------|--------------------|----------------|---------------|---------------|---------------------|-------------|-------|---------------|
| | | EXECU- TIVE | BUSI- NESS | PER- SONAL | INSTRUC- TIONAL | AERIAL APPL | AERIAL OBS | OTHER WORK | COMMUTER CARRIER | AIR TAXI | OTHER | |
| FIXED WING - PISTON | | | | | | | | | | | | |
| 1 ENG 1-3 SEATS | | | | | | | | | | | | |
| EST NO ACTIVE | 62427 | 37 | 3018 | 42426 | 7970 | 5545 | 806 | 502 | 0 | 388 | 1733 | 24648 |
| % STD ERROR | 1.3 | * | 12.1 | 1.7 | 7.4 | 2.9 | 23.5 | 28.5 | 0.0 | 36.9 | 0.0 | |
| EST % ACTIVE | 71.7 | | | | | | | | | | | |
| 1 ENG 4+ SEATS | | | | | | | | | | | | |
| EST NO ACTIVE | 109351 | 1736 | 29902 | 65541 | 5602 | 317 | 2132 | 273 | 389 | 1827 | 1632 | 12179 |
| % STD ERROR | 0.6 | 16.7 | 3.3 | 1.7 | 9.6 | 41.6 | 15.4 | 42.6 | 28.5 | 16.3 | 0.0 | |
| EST % ACTIVE | 90.0 | | | | | | | | | | | |
| 1 ENGINE TOTAL | | | | | | | | | | | | |
| EST NO ACTIVE | 171777 | 1773 | 32920 | 107967 | 13573 | 5861 | 2938 | 775 | 389 | 2215 | 3364 | 36828 |
| % STD ERROR | 0.6 | 16.4 | 3.2 | 1.2 | 5.9 | 3.5 | 12.9 | 23.8 | 28.5 | 14.9 | 0.0 | |
| EST % ACTIVE | 82.3 | | | | | | | | | | | |
| 2 ENG 1-6 SEATS | | | | | | | | | | | | |
| EST NO ACTIVE | 16166 | 1418 | 7079 | 4927 | 904 | 73 | 283 | 0 | 63 | 1246 | 173 | 2378 |
| % STD ERROR | 1.8 | 17.1 | 6.1 | 8.3 | 21.9 | 41.5 | 42.2 | 0.0 | * | 19.4 | * | |
| EST % ACTIVE | 87.2 | | | | | | | | | | | |
| 2 ENG 7+ SEATS | | | | | | | | | | | | |
| EST NO ACTIVE | 7555 | 1651 | 2032 | 937 | 131 | 52 | 207 | 17 | 367 | 1684 | 464 | 2184 |
| % STD ERROR | 3.0 | 12.4 | 10.8 | 16.9 | 48.7 | * | 30.7 | * | 27.9 | 13.3 | 0.0 | |
| EST % ACTIVE | 77.6 | | | | | | | | | | | |
| 2 ENGINE TOTAL | | | | | | | | | | | | |
| EST NO ACTIVE | 23721 | 3069 | 9111 | 5864 | 1035 | 126 | 490 | 17 | 430 | 2930 | 637 | 4562 |
| % STD ERROR | 1.6 | 10.3 | 5.3 | 7.5 | 20.1 | 34.1 | 27.6 | * | 27.0 | 11.3 | 0.0 | |
| EST % ACTIVE | 83.9 | | | | | | | | | | | |
| PISTON OTHER | | | | | | | | | | | | |
| EST NO ACTIVE | 148 | 0 | 0 | 13 | 0 | 117 | 0 | 0 | 6 | 0 | 11 | 214 |
| % STD ERROR | 24.1 | 0.0 | 0.0 | * | 0.0 | 5.2 | 0.0 | 0.0 | * | 0.0 | * | |
| EST % ACTIVE | 40.8 | | | | | | | | | | | |
| PISTON TOTAL | | | | | | | | | | | | |
| EST NO ACTIVE | 195646 | 4842 | 42030 | 113844 | 14608 | 6104 | 3428 | 792 | 826 | 5145 | 4012 | 41604 |
| % STD ERROR | 0.6 | 8.9 | 2.8 | 1.2 | 5.7 | 3.5 | 11.7 | 23.5 | 19.5 | 9.1 | 0.0 | |
| EST % ACTIVE | 82.5 | | | | | | | | | | | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

PAGE 2 OF 3

| AIRCRAFT TYPE | ACTIVE USE | | | | | | | | | | IN- ACTIVE |
|----------------------|---------------|--------------|--------------|-------------------|----------------|---------------|---------------|---------------------|-------------|-------|---------------|
| | EXECU TIVE | BUSI NESS | PER SONAL | INSTRUC TIONAL | AERIAL APPL | AERIAL OBS | OTHER WORK | COMMUTER CARRIER | AIR TAXI | OTHER | |
| FIXED WING TURBOPROP | | | | | | | | | | | |
| 2 ENG 12 SEATS | | | | | | | | | | | |
| EST NO ACTIVE | 2893 | 809 | 132 | 0 | 21 | 21 | 1 | 152 | 451 | 327 | 325 |
| % STD ERROR | 6 0 | 16 5 | . | 0 0 | . | . | . | 21 9 | 20 4 | 0 0 | |
| EST % ACTIVE | 93 7 | | | | | | | | | | |
| 2 ENG 13+ SEATS | | | | | | | | | | | |
| EST NO ACTIVE | 198 | 6 | 1 | 2 | 0 | 3 | 20 | 581 | 79 | 80 | 226 |
| % STD ERROR | 15 8 | . | . | . | 0 0 | . | . | 7 8 | 49 3 | 0 0 | |
| EST % ACTIVE | 81 1 | | | | | | | | | | |
| 2 ENGINE TOTAL | | | | | | | | | | | |
| EST NO ACTIVE | 3092 | 815 | 134 | 2 | 21 | 24 | 21 | 733 | 530 | 407 | 551 |
| % STD ERROR | 5 8 | 16 4 | . | . | . | . | . | 7 6 | 18 9 | 0 0 | |
| EST % ACTIVE | 91 3 | | | | | | | | | | |
| TURBOPROP OTHER | | | | | | | | | | | |
| EST NO ACTIVE | 3 | 4 | 1 | 0 | 80 | 4 | 0 | 62 | 1 | 30 | 117 |
| % STD ERROR | . | . | . | 0 0 | 0 0 | . | 0 0 | 25 9 | . | 0 0 | |
| EST % ACTIVE | 61 3 | | | | | | | | | | |
| TURBOPROP TOTAL | | | | | | | | | | | |
| EST NO ACTIVE | 3094 | 819 | 135 | 2 | 101 | 29 | 21 | 795 | 532 | 437 | 668 |
| % STD ERROR | 5 8 | 16 4 | . | . | 25 0 | . | . | 7 3 | 18 8 | 0 0 | |
| EST % ACTIVE | 89 9 | | | | | | | | | | |
| FIXED WING TURBOJET | | | | | | | | | | | |
| 2 ENGINE TURBOJET | | | | | | | | | | | |
| EST NO ACTIVE | 2897 | 258 | 66 | 0 | 0 | 8 | 0 | 3 | 510 | 294 | 252 |
| % STD ERROR | 4 5 | 25 4 | . | 0 0 | 0 0 | . | 0 0 | . | 20 1 | 0 0 | |
| EST % ACTIVE | 94 1 | | | | | | | | | | |
| TURBOJET OTHER | | | | | | | | | | | |
| EST NO ACTIVE | 222 | 11 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 228 |
| % STD ERROR | 18 0 | . | 29 7 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | . | |
| EST % ACTIVE | 66 0 | | | | | | | | | | |
| TURBOJET TOTAL | | | | | | | | | | | |
| EST NO ACTIVE | 3119 | 270 | 252 | 0 | 0 | 8 | 0 | 3 | 510 | 318 | 481 |
| % STD ERROR | 4 4 | 24 5 | 27 1 | 0 0 | 0 0 | . | 0 0 | . | 20 1 | 0 0 | |
| EST % ACTIVE | 90 3 | | | | | | | | | | |

. INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

PAGE 3 OF 3

| AIRCRAFT TYPE | TOTAL ACTIVE | ACTIVE USE | | | | | | | | | | IN- ACTIVE |
|------------------|-----------------|---------------|--------------|--------------|-------------------|----------------|---------------|---------------|---------------------|-------------|-------|---------------|
| | | EXECU TIVE | BUSI NESS | PER SONAL | INSTRUC TIONAL | AERIAL APPL | AERIAL OBS | OTHER WORK | COMMUTER CARRIER | AIR TAXI | OTHER | |
| FIXED WING TOTAL | | | | | | | | | | | | |
| EST NO ACTIVE | 206090 | 11055 | 43119 | 114231 | 14610 | 6205 | 3465 | 813 | 1624 | 6187 | 4767 | 42753 |
| % STD ERROR | 0.5 | 4.4 | 2.7 | 1.2 | 5.7 | 3.4 | 11.7 | 23.0 | 10.5 | 7.9 | 0.0 | |
| EST % ACTIVE | 82.8 | | | | | | | | | | | |
| ROTORCRAFT | | | | | | | | | | | | |
| PISTON | | | | | | | | | | | | |
| EST NO ACTIVE | 2921 | 32 | 292 | 609 | 338 | 708 | 602 | 38 | 4 | 36 | 263 | 2645 |
| % STD ERROR | 6.0 | . | 25.6 | 13.7 | 23.2 | 15.2 | 18.2 | 39.1 | . | . | 0.0 | |
| EST % ACTIVE | 52.5 | | | | | | | | | | | |
| TURBINE | | | | | | | | | | | | |
| EST NO ACTIVE | 4022 | 978 | 352 | 104 | 158 | 150 | 367 | 107 | 93 | 1345 | 368 | 877 |
| % STD ERROR | 3.1 | 14.4 | 28.2 | . | 40.5 | 35.6 | 25.9 | 38.0 | . | 11.4 | 0.0 | |
| EST % ACTIVE | 82.1 | | | | | | | | | | | |
| ROTORCRAFT TOTAL | | | | | | | | | | | | |
| EST NO ACTIVE | 6943 | 1010 | 644 | 713 | 496 | 858 | 969 | 145 | 97 | 1381 | 631 | 3522 |
| % STD ERROR | 3.1 | 14.2 | 19.3 | 14.1 | 20.4 | 14.0 | 15.0 | 29.9 | . | 11.4 | 0.0 | |
| EST % ACTIVE | 66.3 | | | | | | | | | | | |
| OTHER | | | | | | | | | | | | |
| EST NO ACTIVE | 7010 | 9 | 18 | 5364 | 707 | 5 | 283 | 316 | 0 | 0 | 309 | 2299 |
| % STD ERROR | 3.0 | . | . | 3.5 | 15.3 | . | 31.2 | 36.1 | 0.0 | 0.0 | 0.0 | |
| EST % ACTIVE | 75.3 | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | |
| EST NO ACTIVE | 220044 | 12075 | 43780 | 120308 | 15812 | 7068 | 4716 | 1274 | 1721 | 7568 | 5707 | 48574 |
| % STD ERROR | 0.5 | 4.2 | 2.7 | 1.2 | 5.3 | 3.5 | 9.3 | 17.5 | 10.4 | 6.8 | 0.0 | |
| EST % ACTIVE | 81.9 | | | | | | | | | | | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
ROW SUMMATIONS MAY DIFFER FROM PRINTED TOTALS BECAUSE SOME ACTIVE AIRCRAFT DID NOT REPORT USE.

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1986

PAGE 1 OF 2

| AIRCRAFT TYPE | ESTIMATED NUMBER AIRCRAFT FLOWN IFR | PERCENT STANDARD ERROR | ESTIMATED PERCENT ACTIVE FLOWN IFR | TOTAL HOURS FLOWN IFR | PERCENT STANDARD ERROR | TOTAL HRS FLOWN IFR AS % OF ALL HOURS | EST. NUMBER FLOWN IFR WITH TRANSPONDER | PERCENT STANDARD ERROR | ESTIMATED PERCENT OF IFR WITH TRANSPONDER |
|------------------------|--|------------------------------|---|-----------------------------|------------------------------|--|---|------------------------------|--|
| FIXED WING | | | | | | | | | |
| FIXED WING - PISTON | | | | | | | | | |
| 1 ENG: 1-3 SEATS | 4554 | 11.3 | 7.3 | 183325 | 11.3 | 2.3 | 4408 | 11.9 | 96.8 |
| 1 ENG: 4+ SEATS | 52047 | 2.3 | 47.6 | 2302895 | 2.3 | 16.3 | 51807 | 2.3 | 99.5 |
| 1 ENGINE: TOTAL | 56600 | 2.3 | 32.9 | 2486221 | 2.3 | 11.3 | 56215 | 2.3 | 99.3 |
| 2 ENG: 1-6 SEATS | 14824 | 2.6 | 91.7 | 1232769 | 2.6 | 44.1 | 14820 | 2.7 | 100.0 |
| 2 ENG: 7+ SEATS | 7494 | 3.2 | 99.2 | 1208903 | 3.2 | 57.2 | 7427 | 3.3 | 99.1 |
| 2 ENGINE: TOTAL | 22318 | 2.1 | 94.1 | 2441672 | 2.1 | 49.7 | 22247 | 2.1 | 99.7 |
| PISTON: OTHER | 22 | 77.2 | 15.2 | 1401 | 77.2 | 12.6 | 22 | 77.2 | 100.0 |
| PISTON: TOTAL | 78941 | 1.7 | 40.3 | 4929293 | 1.5 | 18.4 | 78484 | 1.8 | 99.4 |
| FIXED WING - TURBOPROP | | | | | | | | | |
| 2 ENG: 1-12 SEATS | 5072 | 0.6 | 100.0 | 1408080 | 0.6 | 85.4 | 5072 | 0.6 | 100.0 |
| 2 ENG: 13+ SEATS | 1147 | 3.7 | 100.0 | 700416 | 3.7 | 61.0 | 1146 | 3.7 | 99.9 |
| 2 ENGINE: TOTAL | 6219 | 0.9 | 100.0 | 2108496 | 1.3 | 75.4 | 6217 | 0.9 | 100.0 |
| TURBOPROP: OTHER | 195 | 11.0 | 100.0 | 13431 | 11.0 | 15.9 | 195 | 11.0 | 100.0 |
| TURBOPROP: TOTAL | 6414 | 0.9 | 100.0 | 2121927 | 1.3 | 73.6 | 6412 | 0.9 | 100.0 |

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1986

PAGE 2 OF 2

| AIRCRAFT TYPE | ESTIMATED NUMBER AIRCRAFT FLOWN IFR | PERCENT STANDARD ERROR | ESTIMATED PERCENT ACTIVE FLOWN IFR | TOTAL HOURS FLOWN IFR | PERCENT STANDARD ERROR | TOTAL HRS FLOWN IFR AS % OF ALL HOURS | EST. NUMBER FLOWN IFR WITH TRANSPONDER | PERCENT STANDARD ERROR | ESTIMATED PERCENT OF IFR WITH TRANSPONDER |
|-----------------------|--|------------------------------|---|-----------------------------|------------------------------|--|---|------------------------------|--|
| FIXED WING - TURBOJET | | | | | | | | | |
| 2 ENGINE TURBOJET | 4248 | 0.7 | 100.0 | 1466202 | 0.7 | 93.6 | 4183 | 0.9 | 98.5 |
| TURBOJET: OTHER | 338 | 21.9 | 76.2 | 88629 | 21.9 | 100.0 | 338 | 21.9 | 100.0 |
| TURBOJET: TOTAL | 4586 | 1.7 | 100.0 | 1554832 | 1.4 | 94.0 | 4522 | 1.8 | 98.6 |
| FIXED WING: TOTAL | 89941 | 1.5 | 43.6 | 8606052 | 1.0 | 27.4 | 89418 | 1.6 | 99.4 |
| ROTORCRAFT | | | | | | | | | |
| PISTON | 12 | 149.3 | 0.4 | 2355 | 149.3 | 0.3 | 9 | 144.0 | 76.0 |
| TURBINE | 659 | 16.9 | 16.4 | 24050 | 16.9 | 1.3 | 653 | 16.9 | 99.0 |
| ROTORCRAFT: TOTAL | 671 | 16.8 | 9.7 | 26405 | 20.4 | 1.0 | 662 | 16.8 | 98.6 |
| OTHER | 40 | 32.8 | 0.6 | 1007 | 32.8 | 0.3 | 39 | 36.2 | 97.7 |
| TOTAL | 90652 | 1.5 | 41.2 | 8633464 | 1.0 | 25.1 | 90118 | 1.5 | 99.4 |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

PAGE 1 OF 18

| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| OTHER 1 | 15490 | 8939 | 456 | 5.1 | 57.7 | 2.9 |
| OTHER 2 | 1604 | 1085 | 81 | 7.5 | 67.7 | 5.1 |
| OTHER 3 | 315 | 114 | 45 | 39.7 | 36.1 | 14.3 |
| OTHER 4 | 230 | 93 | 31 | 33.9 | 40.4 | 13.7 |
| OTHER 5 | 166 | 40 | 11 | 26.5 | 24.1 | 6.4 |
| OTHER 6 | 347 | 332 | 14 | 4.2 | 95.7 | 4.0 |
| OTHER 7 | 290 | 105 | 49 | 46.4 | 36.1 | 16.8 |
| OTHER 8 | 133 | 34 | 30 | 88.0 | 25.6 | 22.6 |
| OTHER 9 | 622 | 544 | 44 | 8.0 | 87.5 | 7.0 |
| OTHER 10 | 274 | 212 | 71 | 33.5 | 77.4 | 26.0 |
| OTHER 11 | 1781 | 509 | 101 | 19.9 | 28.6 | 5.7 |
| OTHER 12 | 315 | 210 | 22 | 10.5 | 66.8 | 7.0 |
| OTHER 13 | 2854 | 2054 | 135 | 6.6 | 72.0 | 4.7 |
| ADAMS A50S | 122 | 122 | 0 | 0.0 | 100.0 | 0.0 |
| AERORSJ2 | 37 | 13 | 5 | 38.4 | 35.3 | 13.5 |
| AEROSPAS355 | 144 | 126 | 7 | 5.8 | 87.5 | 5.1 |
| AEROSPSA316 | 125 | 48 | 30 | 62.7 | 38.8 | 24.3 |
| AGUSTA205 | 41 | 41 | 0 | 0.0 | 100.0 | 0.0 |
| AGUSTAA109 | 79 | 38 | 10 | 26.6 | 48.6 | 12.9 |
| AIRPTSA | 229 | 109 | 22 | 20.4 | 47.7 | 9.8 |
| AIRSPC18 | 23 | 11 | 4 | 33.7 | 48.3 | 16.3 |

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

PAGE 2 OF 18

| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| AIRTRCAT300 | 415 | 335 | 42 | 12.6 | 80.7 | 10.1 |
| AIRTRCAT400 | 62 | 56 | 10 | 18.0 | 90.9 | 16.4 |
| AMD FALC10 | 138 | 138 | 0 | 0.0 | 100.0 | 0.0 |
| AMD FALC20 | 228 | 205 | 21 | 10.3 | 89.7 | 9.2 |
| AMD FALC50 | 115 | 115 | 0 | 0.0 | 100.0 | 0.0 |
| AMTR TMK | 22 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| ARCTICS1A | 93 | 33 | 8 | 22.6 | 36.0 | 8.1 |
| ARCTICS1B1 | 24 | 18 | 3 | 15.2 | 76.5 | 11.6 |
| ARONCA15 | 199 | 123 | 15 | 12.5 | 61.7 | 7.7 |
| ARONCA58 | 147 | 59 | 10 | 16.1 | 40.5 | 6.5 |
| ARONCA65 | 147 | 62 | 11 | 18.2 | 42.4 | 7.7 |
| ARONCAC3 | 60 | 11 | 2 | 20.9 | 18.1 | 3.8 |
| AVIANWFALCON | 27 | 26 | 3 | 12.4 | 95.5 | 11.8 |
| AVIANWSKYHWK | 42 | 42 | 0 | 0.0 | 100.0 | 0.0 |
| AYRES S2 | 827 | 783 | 33 | 4.3 | 94.7 | 4.0 |
| BAC 111 | 26 | 23 | 3 | 12.8 | 87.5 | 11.2 |
| BAG B206 | 30 | 15 | 9 | 58.1 | 50.0 | 29.0 |
| BAG DH125 | 72 | 72 | 0 | 0.0 | 100.0 | 0.0 |
| BALWKSFIREFY | 1480 | 1314 | 76 | 5.8 | 88.8 | 5.2 |
| BBAVIA11 | 834 | 506 | 52 | 10.3 | 60.6 | 6.2 |
| BBAVIA7 | 3455 | 1894 | 196 | 10.4 | 54.8 | 5.7 |

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

PAGE 3 OF 18

| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| BBAVIA8 | 231 | 158 | 21 | 13.2 | 68.4 | 9.1 |
| BEECH 100 | 271 | 271 | 0 | 0.0 | 100.0 | 0.0 |
| BEECH 17 | 201 | 55 | 27 | 48.9 | 27.5 | 13.5 |
| BEECH 18 | 842 | 438 | 88 | 20.1 | 52.0 | 10.5 |
| BEECH 1900 | 63 | 63 | 0 | 0.0 | 100.0 | 0.0 |
| BEECH 200 | 857 | 857 | 0 | 0.0 | 100.0 | 0.0 |
| BEECH 23 | 2779 | 2201 | 137 | 6.2 | 79.2 | 4.9 |
| BEECH 300 | 83 | 83 | 0 | 0.0 | 100.0 | 0.0 |
| BEECH 33 | 1707 | 1550 | 72 | 4.6 | 90.8 | 4.2 |
| BEECH 35 | 6809 | 6082 | 187 | 3.1 | 89.3 | 2.8 |
| BEECH 36 | 2217 | 2199 | 28 | 1.3 | 99.2 | 1.3 |
| BEECH 45 | 288 | 186 | 29 | 15.6 | 64.7 | 10.1 |
| BEECH 50 | 320 | 155 | 52 | 33.6 | 48.6 | 16.3 |
| BEECH 55 | 2258 | 2047 | 96 | 4.7 | 90.7 | 4.3 |
| BEECH 56 | 61 | 54 | 4 | 8.1 | 88.0 | 7.2 |
| BEECH 58 | 1581 | 1534 | 52 | 3.4 | 97.0 | 3.3 |
| BEECH 60 | 428 | 400 | 31 | 7.8 | 93.4 | 7.3 |
| BEECH 65 | 132 | 91 | 36 | 39.7 | 68.7 | 27.3 |
| BEECH 76 | 332 | 332 | 0 | 0.0 | 100.0 | 0.0 |
| BEECH 77 | 238 | 238 | 0 | 0.0 | 100.0 | 0.0 |
| BEECH 80 | 173 | 97 | 35 | 35.4 | 56.3 | 20.0 |

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTI.. AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| BEECH 90 | 1187 | 1115 | 60 | 5.3 | 93.9 | 5.0 |
| BEECH 95 | 468 | 407 | 33 | 8.2 | 87.0 | 7.1 |
| BEECH 99 | 143 | 143 | 0 | 0.0 | 100.0 | 0.0 |
| BELL 204 | 185 | 160 | 26 | 16.1 | 86.7 | 13.9 |
| BELL 206 | 2171 | 1921 | 94 | 4.9 | 88.5 | 4.4 |
| BELL 212 | 120 | 102 | 19 | 18.7 | 84.7 | 15.8 |
| BELL 214 | 18 | 18 | 0 | 0.0 | 100.0 | 0.0 |
| BELL 222 | 89 | 84 | 7 | 7.8 | 93.9 | 7.4 |
| BELL 412 | 47 | 47 | 0 | 0.0 | 100.0 | 0.0 |
| BELL 47 | 1362 | 740 | 109 | 14.7 | 54.3 | 8.0 |
| BLANCA11 | 80 | 62 | 8 | 12.4 | 77.6 | 9.6 |
| BLANCA1413 | 268 | 133 | 32 | 24.2 | 49.5 | 12.0 |
| BLANCA1419 | 273 | 267 | 16 | 5.8 | 97.6 | 5.7 |
| BLANCA17 | 1046 | 957 | 76 | 7.9 | 91.5 | 7.3 |
| BLANCA7 | 2355 | 1885 | 124 | 6.6 | 80.0 | 5.3 |
| BLANCA8 | 468 | 468 | 0 | 0.0 | 100.0 | 0.0 |
| BNORM BN2 | 98 | 64 | 14 | 21.8 | 65.2 | 14.2 |
| BOEING707 | 44 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| BOEING727 | 38 | 30 | 4 | 15.0 | 78.3 | 11.8 |
| BOEING75 | 1885 | 885 | 127 | 14.4 | 46.9 | 6.8 |
| BOEING757 | 3 | 3 | 0 | 0.0 | 100.0 | 0.0 |

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| BOLKMS105 | 124 | 118 | 9 | 7.5 | 95.5 | 7.2 |
| BOLKMS117 | 58 | 32 | 11 | 35.6 | 55.1 | 19.6 |
| BRAERODH125 | 55 | 35 | 9 | 25.4 | 64.5 | 16.4 |
| BRASOVIS28 | 49 | 46 | 4 | 7.6 | 94.4 | 7.2 |
| BRWSTRFLEET2 | 26 | 12 | 4 | 29.8 | 47.1 | 14.0 |
| BRWSTRFLEET7 | 23 | 10 | 3 | 33.7 | 42.1 | 14.2 |
| BUKER 131 | 32 | 12 | 5 | 44.3 | 37.5 | 16.6 |
| CAMRONMODELO | 228 | 160 | 20 | 12.5 | 70.2 | 8.8 |
| CASA C212 | 30 | 30 | 0 | 0.0 | 100.0 | 0.0 |
| CESSNA120 | 859 | 512 | 84 | 16.5 | 59.6 | 9.8 |
| CESSNA140 | 2342 | 1619 | 139 | 8.6 | 69.1 | 6.0 |
| CESSNA150 | 19428 | 17449 | 355 | 2.0 | 89.8 | 1.8 |
| CESSNA170 | 2431 | 1987 | 119 | 6.0 | 81.8 | 4.9 |
| CESSNA172 | 25193 | 23240 | 337 | 1.4 | 92.2 | 1.3 |
| CESSNA175 | 1276 | 1184 | 59 | 5.0 | 92.8 | 4.6 |
| CESSNA177 | 2824 | 2546 | 109 | 4.3 | 90.2 | 3.9 |
| CESSNA180 | 2690 | 2466 | 102 | 4.1 | 91.7 | 3.8 |
| CESSNA182 | 13919 | 13046 | 207 | 1.6 | 93.7 | 1.5 |
| CESSNA185 | 1593 | 1472 | 54 | 3.7 | 92.4 | 3.4 |
| CESSNA188 | 1740 | 1533 | 98 | 6.4 | 88.1 | 5.7 |
| CESSNA190 | 86 | 48 | 9 | 18.5 | 56.3 | 10.4 |

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| CESSNA195 | 492 | 280 | 71 | 25.2 | 56.9 | 14.3 |
| CESSNA205 | 247 | 244 | 6 | 2.6 | 98.9 | 2.6 |
| CESSNA206 | 2941 | 2898 | 46 | 1.6 | 98.6 | 1.6 |
| CESSNA207 | 366 | 314 | 58 | 18.5 | 85.8 | 15.9 |
| CESSNA208 | 71 | 71 | 0 | 0.0 | 100.0 | 0.0 |
| CESSNA210 | 6205 | 5816 | 138 | 2.4 | 93.7 | 2.2 |
| CESSNA303 | 197 | 197 | 0 | 0.0 | 100.0 | 0.0 |
| CESSNA305 | 274 | 236 | 24 | 10.3 | 86.2 | 8.9 |
| CESSNA310 | 3166 | 2866 | 139 | 4.8 | 90.5 | 4.4 |
| CESSNA320 | 327 | 298 | 41 | 13.7 | 91.2 | 12.5 |
| CESSNA335 | 45 | 45 | 0 | 0.0 | 100.0 | 0.0 |
| CESSNA336 | 80 | 67 | 10 | 15.0 | 83.3 | 12.5 |
| CESSNA337 | 1174 | 1084 | 63 | 5.9 | 92.4 | 5.4 |
| CESSNA340 | 938 | 908 | 32 | 3.6 | 96.7 | 3.4 |
| CESSNA401 | 232 | 226 | 12 | 5.4 | 97.3 | 5.3 |
| CESSNA402 | 700 | 558 | 67 | 12.0 | 79.7 | 9.6 |
| CESSNA404 | 153 | 98 | 35 | 35.9 | 63.8 | 22.9 |
| CESSNA411 | 148 | 145 | 11 | 7.5 | 98.0 | 7.4 |
| CESSNA414 | 785 | 776 | 18 | 2.3 | 98.8 | 2.3 |
| CESSNA421 | 1254 | 1018 | 92 | 9.0 | 81.1 | 7.3 |
| CESSNA425 | 187 | 187 | 0 | 0.0 | 100.0 | 0.0 |

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| CESSNA441 | 245 | 245 | 0 | 0.0 | 100.0 | 0.0 |
| CESSNA500 | 609 | 609 | 0 | 0.0 | 100.0 | 0.0 |
| CESSNA501 | 52 | 52 | 0 | 0.0 | 100.0 | 0.0 |
| CESSNA650 | 97 | 97 | 0 | 0.0 | 100.0 | 0.0 |
| CESSNA750 | 68 | 21 | 8 | 39.3 | 30.4 | 12.0 |
| CESSNAUC94 | 35 | 13 | 4 | 28.7 | 37.0 | 10.6 |
| CHILD S1 | 61 | 58 | 3 | 5.3 | 95.5 | 5.0 |
| CHILD S2 | 178 | 162 | 17 | 10.6 | 90.8 | 9.6 |
| CNDARCL600 | 96 | 96 | 0 | 0.0 | 100.0 | 0.0 |
| CNTRAR101 | 32 | 29 | 2 | 7.9 | 91.4 | 7.3 |
| COMWTH185 | 113 | 46 | 12 | 25.4 | 40.8 | 10.4 |
| CONAERLA4 | 493 | 479 | 19 | 3.9 | 97.2 | 3.8 |
| CURTISC46 | 36 | 36 | 0 | 0.0 | 100.0 | 0.0 |
| CURTISJR | 23 | 4 | 2 | 59.1 | 15.4 | 9.1 |
| CURTISR0BIN | 38 | 1 | 2 | 165.1 | 3.8 | 6.3 |
| CURTISTRVAIR | 190 | 49 | 10 | 20.1 | 25.8 | 5.2 |
| CVAC 240 | 32 | 12 | 6 | 52.3 | 38.5 | 20.1 |
| CVAC 440 | 14 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| CVAC BT13 | 112 | 25 | 8 | 33.4 | 22.3 | 7.5 |
| CVAC L13 | 20 | 2 | 3 | 173.9 | 10.0 | 17.4 |
| CVAC STC580 | 27 | 7 | 7 | 100.0 | 25.0 | 25.0 |

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| DART G | 24 | 13 | 5 | 36.4 | 56.2 | 20.4 |
| DHAV DHC1 | 96 | 75 | 9 | 12.4 | 78.5 | 9.8 |
| DHAV DHC2 | 270 | 212 | 15 | 7.3 | 78.5 | 5.7 |
| DHAV DHC3 | 37 | 37 | 0 | 0.0 | 100.0 | 0.0 |
| DHAV DHC4 | 25 | 25 | 0 | 0.0 | 100.0 | 0.0 |
| DHAV DHC6 | 128 | 125 | 7 | 5.8 | 97.8 | 5.6 |
| DHAVXXDH82 | 83 | 42 | 12 | 29.3 | 50.0 | 14.7 |
| DOUG A26 | 29 | 13 | 7 | 55.1 | 45.5 | 25.0 |
| DOUG DC3 | 377 | 224 | 35 | 15.8 | 59.4 | 9.4 |
| DOUG DC4 | 84 | 65 | 16 | 24.3 | 77.1 | 18.7 |
| DOUG DC6 | 86 | 43 | 30 | 69.9 | 50.0 | 34.9 |
| DOUG DC7 | 26 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| DOUG DC8 | 55 | 2 | 8 | 365.4 | 4.0 | 14.6 |
| DOUG DC9 | 69 | 69 | 0 | 0.0 | 100.0 | 0.0 |
| EAGLE DW | 74 | 57 | 5 | 8.6 | 77.5 | 6.7 |
| EAGLEBC7 | 57 | 57 | 0 | 0.0 | 100.0 | 0.0 |
| EIRVON20 | 115 | 85 | 16 | 19.2 | 74.0 | 14.2 |
| EMAIR MA1 | 23 | 9 | 7 | 77.5 | 40.0 | 31.0 |
| EMB 110 | 121 | 116 | 15 | 12.6 | 96.0 | 12.1 |
| ENSTRMF28 | 451 | 400 | 26 | 6.4 | 88.6 | 5.7 |
| FLEET 16B | 24 | 17 | 3 | 17.5 | 68.8 | 12.1 |

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| FRCHLD24 | 295 | 39 | 19 | 48.8 | 13.3 | 6.5 |
| FRCHLDC119 | 34 | 1 | 5 | 359.6 | 4.3 | 15.6 |
| FRCHLDF27 | 19 | 18 | 2 | 9.3 | 92.9 | 8.6 |
| FRCHLDM62 | 234 | 127 | 20 | 15.6 | 54.2 | 8.4 |
| GENBALAX6 | 67 | 46 | 11 | 23.3 | 68.4 | 15.9 |
| GLASFL201 | 37 | 37 | 0 | 0.0 | 100.0 | 0.0 |
| GLASFLH301 | 117 | 53 | 19 | 36.6 | 45.4 | 16.6 |
| GROB 103CAT | 58 | 57 | 2 | 3.8 | 97.9 | 3.7 |
| GROB 109 | 72 | 64 | 8 | 12.2 | 88.9 | 10.8 |
| GROB ASTIR | 60 | 51 | 4 | 7.7 | 85.4 | 6.6 |
| GRTLKS2T1 | 184 | 130 | 8 | 6.5 | 70.5 | 4.6 |
| GRUMANSA16 | 21 | 16 | 3 | 15.8 | 76.3 | 12.1 |
| GRUMAVAA1 | 571 | 470 | 55 | 11.6 | 82.3 | 9.6 |
| GRUMAVAA5 | 1052 | 977 | 46 | 4.7 | 92.9 | 4.4 |
| GRUMAVG1159 | 38 | 36 | 2 | 5.8 | 95.7 | 5.5 |
| GRUMAVG164 | 1224 | 1015 | 85 | 8.4 | 82.9 | 7.0 |
| GRUMAVG21 | 53 | 36 | 9 | 24.4 | 68.5 | 16.7 |
| GRUMAVTBM | 39 | 16 | 4 | 21.3 | 42.3 | 9.0 |
| GULSTM112 | 689 | 629 | 45 | 7.1 | 91.2 | 6.5 |
| GULSTM500 | 316 | 202 | 48 | 23.9 | 63.9 | 15.3 |
| GULSTM520 | 52 | 35 | 9 | 26.5 | 66.7 | 17.7 |

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| GULSTM560 | 91 | 43 | 12 | 27.4 | 47.7 | 13.1 |
| GULSTM580 | 306 | 127 | 51 | 40.5 | 41.5 | 16.8 |
| GULSTM580TP | 114 | 89 | 16 | 17.5 | 77.8 | 13.6 |
| GULSTM590TC | 28 | 28 | 0 | 0.0 | 100.0 | 0.0 |
| GULSTM590TP | 486 | 486 | 0 | 0.0 | 100.0 | 0.0 |
| GULSTMAA1 | 585 | 508 | 39 | 7.7 | 86.8 | 6.7 |
| GULSTMAA5 | 635 | 630 | 12 | 1.9 | 99.2 | 1.9 |
| GULSTMG1159 | 171 | 161 | 11 | 7.0 | 93.9 | 6.5 |
| GULSTMG159 | 131 | 130 | 4 | 2.9 | 99.0 | 2.8 |
| GULSTMG44 | 82 | 62 | 6 | 9.1 | 75.9 | 6.9 |
| GULSTMG73 | 29 | 23 | 4 | 16.2 | 80.2 | 13.0 |
| GULSTMGA7 | 56 | 56 | 0 | 0.0 | 100.0 | 0.0 |
| H23/HTE | 44 | 8 | 4 | 44.0 | 18.4 | 8.1 |
| H34/55 | 31 | 9 | 9 | 96.2 | 30.0 | 28.8 |
| HELIO H250 | 19 | 19 | 0 | 0.0 | 100.0 | 0.0 |
| HELIO H295 | 107 | 90 | 11 | 12.1 | 83.8 | 10.1 |
| HELIO H391 | 22 | 9 | 3 | 33.9 | 41.7 | 14.1 |
| HILLERFH1100 | 71 | 10 | 12 | 122.1 | 13.8 | 16.8 |
| HILLERUH12 | 587 | 397 | 46 | 11.5 | 67.6 | 7.8 |
| HUGHES269 | 734 | 504 | 65 | 12.9 | 68.7 | 8.8 |
| HUGHES369 | 673 | 510 | 58 | 11.4 | 75.8 | 8.6 |

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| HWKSLYDH104 | 33 | 11 | 7 | 64.6 | 32.4 | 20.9 |
| HWKSLYDH125 | 197 | 197 | 0 | 0.0 | 100.0 | 0.0 |
| HYNES B2 | 128 | 102 | 21 | 20.7 | 79.4 | 16.5 |
| INTRCP200 | 30 | 14 | 4 | 29.9 | 47.8 | 14.3 |
| ISRAEL1121 | 110 | 89 | 10 | 11.1 | 81.1 | 9.0 |
| ISRAEL1123 | 26 | 21 | 5 | 23.2 | 80.0 | 18.6 |
| ISRAEL1124 | 216 | 216 | 0 | 0.0 | 100.0 | 0.0 |
| JBWSTRDGA15 | 83 | 31 | 9 | 29.3 | 37.4 | 11.0 |
| LAIKFN10 | 39 | 2 | 2 | 101.7 | 5.9 | 6.0 |
| LEAR 23 | 60 | 45 | 9 | 19.0 | 75.0 | 14.2 |
| LEAR 24 | 192 | 165 | 20 | 12.2 | 86.0 | 10.5 |
| LEAR 25 | 264 | 260 | 11 | 4.4 | 98.3 | 4.3 |
| LEAR 35 | 433 | 433 | 0 | 0.0 | 100.0 | 0.0 |
| LEAR 55 | 99 | 99 | 0 | 0.0 | 100.0 | 0.0 |
| LET L13 | 165 | 67 | 25 | 37.8 | 40.6 | 15.4 |
| LKHEED12A | 20 | 7 | 3 | 44.2 | 36.7 | 16.2 |
| LKHEED1329 | 98 | 85 | 10 | 11.8 | 86.4 | 10.2 |
| LKHEED18 | 62 | 31 | 15 | 49.9 | 50.0 | 25.0 |
| LKHEED382 | 18 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| LKHEEDP2V | 22 | 7 | 6 | 75.9 | 33.3 | 25.3 |
| LKHEEDPV1 | 36 | 3 | 6 | 184.3 | 8.3 | 15.4 |

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| LKHEEDT33 | 48 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| LUSCOM8 | 2167 | 1284 | 144 | 11.2 | 59.3 | 6.6 |
| MAULE M4 | 276 | 161 | 39 | 24.0 | 58.3 | 14.0 |
| MAULE M5 | 457 | 443 | 26 | 5.9 | 96.9 | 5.7 |
| MAULE M6 | 72 | 69 | 6 | 8.1 | 96.2 | 7.8 |
| MCLISHFUNKB | 148 | 77 | 12 | 15.6 | 51.7 | 8.1 |
| MEYERSOTW | 52 | 25 | 3 | 13.3 | 48.2 | 6.4 |
| MNCOP90 | 68 | 18 | 3 | 15.6 | 26.6 | 4.2 |
| MNMITEM18 | 147 | 93 | 16 | 17.6 | 63.1 | 11.1 |
| MOONEYM20 | 6237 | 6011 | 99 | 1.6 | 96.4 | 1.6 |
| MRCHTIS205 | 44 | 37 | 4 | 9.6 | 84.9 | 8.2 |
| MTSBSIMJ2 | 337 | 140 | 73 | 52.2 | 41.4 | 21.6 |
| MTSBSIMJ300 | 77 | 77 | 0 | 0.0 | 100.0 | 0.0 |
| MULTECD16 | 45 | 14 | 5 | 36.6 | 32.0 | 11.7 |
| NAMER B25 | 53 | 9 | 6 | 64.1 | 17.9 | 11.5 |
| NAMER F51 | 146 | 94 | 16 | 17.6 | 64.3 | 11.3 |
| NAMER NA260 | 144 | 86 | 13 | 14.9 | 59.8 | 8.9 |
| NAMER TG | 568 | 468 | 60 | 12.8 | 82.4 | 10.6 |
| NATBAL752 | 31 | 31 | 0 | 0.0 | 100.0 | 0.0 |
| NAVAL N3N | 134 | 61 | 11 | 18.0 | 45.5 | 8.2 |
| NAVIONNAVION | 552 | 296 | 77 | 25.9 | 53.6 | 13.9 |

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| NORD 3202 | 27 | 9 | 5 | 57.1 | 33.3 | 19.0 |
| NORD SV4 | 42 | 31 | 4 | 14.5 | 73.9 | 10.7 |
| NORWST65 | 52 | 29 | 3 | 11.9 | 56.0 | 6.7 |
| ORLHELH19 | 71 | 41 | 16 | 39.6 | 57.1 | 22.6 |
| ORLHEL558 | 36 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| PARTEPN68 | 30 | 29 | 2 | 5.5 | 95.8 | 5.3 |
| PIARDAX6 | 152 | 76 | 14 | 18.0 | 49.7 | 8.9 |
| PIATSB4 | 24 | 24 | 0 | 0.0 | 100.0 | 0.0 |
| PIATSB4 | 405 | 389 | 17 | 4.3 | 96.1 | 4.1 |
| PIATSB4 | 20 | 3 | 2 | 64.7 | 13.3 | 8.6 |
| PIATSB4 | 60 | 29 | 4 | 13.6 | 48.7 | 6.6 |
| PIATSB4 | 4216 | 2543 | 186 | 7.3 | 60.3 | 4.4 |
| PIATSB4 | 250 | 69 | 15 | 22.0 | 27.5 | 6.0 |
| PIATSB4 | 351 | 213 | 30 | 14.1 | 60.7 | 8.5 |
| PIATSB4 | 1352 | 833 | 72 | 8.6 | 61.6 | 5.3 |
| PIATSB4 | 107 | 39 | 20 | 50.9 | 36.6 | 18.6 |
| PIATSB4 | 187 | 78 | 17 | 21.3 | 41.7 | 8.9 |
| PIATSB4 | 367 | 215 | 38 | 17.9 | 58.6 | 10.5 |
| PIATSB4 | 113 | 37 | 14 | 37.8 | 32.7 | 12.4 |
| PIATSB4 | 1565 | 2974 | 169 | 5.7 | 83.4 | 4.7 |
| PIATSB4 | 451 | 264 | 33 | 12.5 | 58.5 | 7.3 |

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GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY: ANNUAL
SUMMARY REPORT 1986 DATA(U) TRANSPORTATION SYSTEMS
CENTER CAMBRIDGE MA DEC 87 DOT-TSC-FAA-87-5

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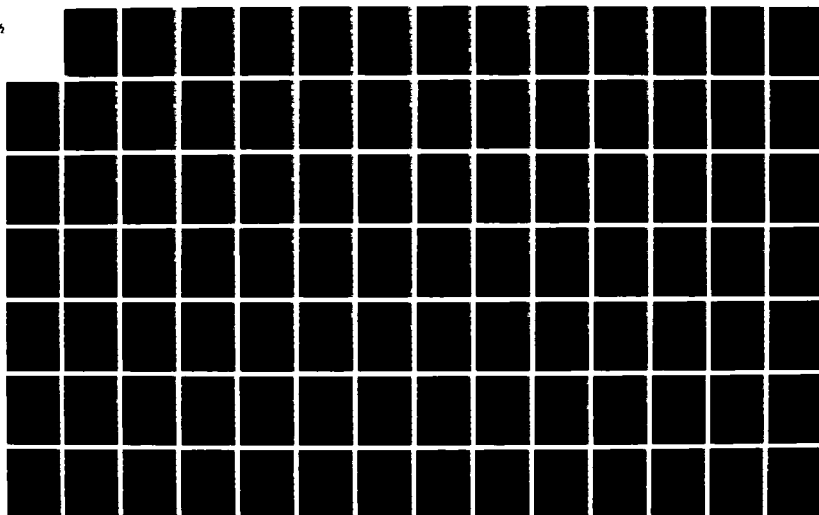




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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| PIPER PA22 | 4820 | 3357 | 205 | 6.1 | 69.7 | 4.3 |
| PIPER PA23 | 3369 | 2553 | 188 | 7.4 | 75.8 | 5.6 |
| PIPER PA24 | 3150 | 2919 | 105 | 3.6 | 92.7 | 3.3 |
| PIPER PA25 | 1274 | 1035 | 87 | 8.4 | 81.3 | 6.8 |
| PIPER PA28 | 22698 | 21792 | 209 | 1.0 | 96.0 | 0.9 |
| PIPER PA30 | 1271 | 1117 | 71 | 6.4 | 87.9 | 5.6 |
| PIPER PA31 | 1995 | 1995 | 0 | 0.0 | 100.0 | 0.0 |
| PIPER PA31T | 597 | 597 | 0 | 0.0 | 100.0 | 0.0 |
| PIPER PA32 | 4347 | 4069 | 115 | 2.8 | 93.6 | 2.6 |
| PIPER PA34 | 2125 | 1770 | 137 | 7.8 | 83.3 | 6.5 |
| PIPER PA36 | 373 | 329 | 41 | 12.4 | 88.1 | 10.9 |
| PIPER PA38 | 1467 | 1334 | 67 | 5.0 | 91.0 | 4.6 |
| PIPER PA42 | 120 | 112 | 11 | 9.9 | 93.5 | 9.3 |
| PIPER PA44 | 327 | 327 | 0 | 0.0 | 100.0 | 0.0 |
| PIPER PA46 | 231 | 231 | 0 | 0.0 | 100.0 | 0.0 |
| PROPT200 | 68 | 37 | 7 | 19.6 | 55.0 | 10.8 |
| RAVEN RX6 | 203 | 131 | 27 | 20.8 | 64.5 | 13.4 |
| RAVEN S50 | 87 | 11 | 10 | 97.8 | 12.2 | 11.9 |
| RAVEN S55 | 820 | 618 | 105 | 17.0 | 75.4 | 12.8 |
| RAVEN S60 | 229 | 207 | 14 | 6.8 | 90.2 | 6.2 |
| RAVEN S66 | 50 | 32 | 9 | 28.7 | 64.3 | 18.5 |

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| RKWEEL500 | 35 | 33 | 2 | 7.1 | 93.8 | 6.6 |
| RKWEEL700 | 24 | 24 | 0 | 0.0 | 100.0 | 0.0 |
| RKWEELNA265 | 339 | 295 | 28 | 9.4 | 86.9 | 8.1 |
| ROBSINR22 | 274 | 243 | 20 | 8.3 | 88.8 | 7.3 |
| ROLSCHLS | 111 | 101 | 9 | 8.7 | 90.7 | 7.9 |
| RYAN ST3 | 164 | 84 | 14 | 16.5 | 51.1 | 8.4 |
| RYAN STA | 34 | 21 | 5 | 26.3 | 61.2 | 16.1 |
| SAAB SF340 | 32 | 32 | 0 | 0.0 | 100.0 | 0.0 |
| SCHLERASK21 | 33 | 33 | 0 | 0.0 | 100.0 | 0.0 |
| SCHLERASW15 | 37 | 37 | 0 | 0.0 | 100.0 | 0.0 |
| SCHLERASW19 | 58 | 58 | 0 | 0.0 | 100.0 | 0.0 |
| SCHLERASW20 | 98 | 97 | 3 | 3.4 | 98.7 | 3.4 |
| SCHLERK8 | 25 | 20 | 3 | 13.3 | 81.8 | 10.9 |
| SCHLERKA6 | 73 | 69 | 5 | 6.9 | 94.6 | 6.5 |
| SCWZERGI64 | 232 | 180 | 26 | 14.5 | 77.6 | 11.3 |
| SCWZERSG1 | 762 | 603 | 41 | 6.9 | 79.1 | 5.4 |
| SCWZERSG2 | 583 | 299 | 63 | 21.1 | 51.2 | 10.8 |
| SEMCO CLINGER | 21 | 3 | 3 | 86.3 | 16.7 | 14.4 |
| SEMCO MODEL T | 27 | 3 | 3 | 109.5 | 10.0 | 11.0 |
| SKRSKY555 | 30 | 10 | 6 | 63.2 | 33.3 | 21.1 |
| SKRSKY558 | 73 | 40 | 14 | 36.4 | 54.1 | 19.7 |

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| SKRSKYS58T | 32 | 24 | 6 | 25.0 | 75.0 | 18.8 |
| SKRSKYS81 | 19 | 8 | 5 | 60.6 | 42.9 | 26.0 |
| SKRSKYS76 | 167 | 146 | 16 | 10.9 | 87.5 | 9.6 |
| SLINDS100 | 306 | 259 | 23 | 8.9 | 84.5 | 7.5 |
| SMITH 600 | 371 | 371 | 0 | 0.0 | 100.0 | 0.0 |
| SNIAS 350 | 244 | 244 | 0 | 0.0 | 100.0 | 0.0 |
| SNIAS SA341 | 42 | 16 | 8 | 51.0 | 38.5 | 19.6 |
| SOCATAMS894 | 40 | 20 | 8 | 41.7 | 50.0 | 20.8 |
| SOCATARALLYE | 21 | 19 | 2 | 9.3 | 88.9 | 8.2 |
| SOCATATB10 | 52 | 52 | 0 | 0.0 | 100.0 | 0.0 |
| SOCATATB20 | 86 | 86 | 0 | 0.0 | 100.0 | 0.0 |
| SPRTHCIRRUS | 98 | 86 | 5 | 5.8 | 88.2 | 5.1 |
| SPRTHNIMBUS | 52 | 52 | 0 | 0.0 | 100.0 | 0.0 |
| SPRTHVENTUS | 50 | 50 | 0 | 0.0 | 100.0 | 0.0 |
| STNSON10 | 160 | 35 | 8 | 22.9 | 21.9 | 5.0 |
| STNSONL5 | 123 | 15 | 9 | 63.1 | 12.0 | 7.6 |
| STNSONSR9 | 26 | 5 | 2 | 33.9 | 17.4 | 5.9 |
| STNSONV77 | 106 | 39 | 12 | 30.2 | 37.3 | 11.3 |
| STOLAMRC3 | 223 | 100 | 24 | 23.9 | 44.8 | 10.7 |
| SUPAC LA | 98 | 21 | 3 | 15.9 | 21.6 | 3.4 |
| SUPAC V | 30 | 8 | 4 | 45.7 | 26.3 | 12.0 |

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| SWRNGNSA226 | 240 | 230 | 22 | 9.4 | 95.9 | 9.0 |
| SWRNGNSA227 | 118 | 118 | 0 | 0.0 | 100.0 | 0.0 |
| SWRNGNSA26 | 101 | 94 | 9 | 9.7 | 92.6 | 8.9 |
| TCRAFK21 | 20 | 20 | 0 | 0.0 | 100.0 | 0.0 |
| TCRAFKD | 292 | 159 | 38 | 23.8 | 54.5 | 13.0 |
| TCRAFTA | 32 | 17 | 4 | 21.6 | 52.0 | 11.2 |
| TCRAFTBC | 1841 | 988 | 144 | 14.6 | 53.7 | 7.8 |
| TCRAFTBF | 40 | 29 | 4 | 14.8 | 71.9 | 10.7 |
| TCRAFTBL | 233 | 91 | 17 | 18.4 | 39.0 | 7.2 |
| TEMCO 11A | 30 | 22 | 3 | 13.1 | 72.5 | 9.5 |
| TH55 | 39 | 12 | 3 | 23.3 | 30.9 | 7.2 |
| THUNDRAX7 | 64 | 57 | 12 | 20.1 | 89.3 | 18.0 |
| TMPSONNAVION | 632 | 472 | 50 | 10.6 | 74.6 | 7.9 |
| TRYTEK65 | 350 | 132 | 25 | 18.8 | 37.8 | 7.1 |
| TRYTEKK | 33 | 3 | 3 | 93.3 | 10.0 | 9.3 |
| UNIVACGC1 | 676 | 503 | 55 | 11.0 | 74.4 | 8.2 |
| UNIVAR108 | 1976 | 1114 | 87 | 7.9 | 56.4 | 4.4 |
| UNIVAR415 | 2364 | 1047 | 157 | 15.0 | 44.3 | 6.6 |
| VARGA 2150 | 133 | 126 | 8 | 6.3 | 94.6 | 6.0 |
| WACO ASO | 31 | 7 | 2 | 30.3 | 21.7 | 6.6 |
| WACO GXE | 39 | 16 | 3 | 20.7 | 42.0 | 8.7 |

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|------------------------------|---------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| WACO R | 28 | 10 | 2 | 25.0 | 34.8 | 8.7 |
| WACO UPF7 | 165 | 72 | 15 | 20.5 | 43.7 | 8.9 |
| WACO YK | 54 | 19 | 4 | 19.4 | 34.9 | 8.8 |
| WSK M18 | 48 | 45 | 3 | 6.7 | 94.7 | 6.3 |
| WTHRLY201 | 64 | 59 | 3 | 4.7 | 92.0 | 4.4 |
| TOTAL | 268617 | 220044 | 1152 | 0.5 | 81.9 | 0.4 |

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

PAGE 1 OF 6

| AIRCRAFT TYPE | IMC DAY | | | | IMC NIGHT | | | | IMC TOTAL | | | |
|------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| FIXED WING | | | | | | | | | | | | |
| FIXED WING - PISTON | | | | | | | | | | | | |
| 1 ENG: 1-3 SEATS | 3658 | 432 | 75881 | 16857 | 1354 | 277 | 20110 | 5993 | 3723 | 434 | 97721 | 22523 |
| 1 ENG: 4+ SEATS | 45476 | 1144 | 1175229 | 95743 | 24679 | 1002 | 317000 | 25337 | 46532 | 1148 | 1480148 | 110479 |
| 1 ENGINE: TOTAL | 49134 | 1223 | 1251111 | 97215 | 26033 | 1040 | 337111 | 26036 | 50255 | 1228 | 1587869 | 112752 |
| 2 ENG: 1-6 SEATS | 12966 | 356 | 464288 | 34784 | 10220 | 445 | 217886 | 26166 | 13162 | 350 | 684609 | 54311 |
| 2 ENG: 7+ SEATS | 6011 | 180 | 370059 | 37110 | 5338 | 217 | 192283 | 24845 | 6110 | 177 | 562507 | 52200 |
| 2 ENGINE: TOTAL | 18977 | 399 | 834347 | 50863 | 15559 | 495 | 410169 | 35945 | 19272 | 392 | 1247117 | 75329 |
| PISTON: OTHER | 12 | 11 | 352 | 275 | 9 | 9 | 159 | 131 | 12 | 11 | 511 | 396 |
| PISTON: TOTAL | 68123 | 1287 | 2085810 | 109718 | 41600 | 1152 | 747438 | 44384 | 69539 | 1289 | 2835496 | 135801 |
| FIXED WING - TURBOPROP | | | | | | | | | | | | |
| 2 ENG: 1-12 SEATS | 4618 | 65 | 523171 | 55899 | 4451 | 92 | 215827 | 22805 | 4650 | 63 | 742173 | 74307 |
| 2 ENG: 13+ SEATS | 903 | 28 | 334837 | 34130 | 866 | 35 | 187871 | 34724 | 907 | 28 | 522708 | 60808 |
| 2 ENGINE: TOTAL | 5520 | 71 | 858008 | 65495 | 5317 | 99 | 403698 | 41434 | 5558 | 69 | 1264881 | 96017 |
| TURBOPROP: OTHER | 99 | 9 | 1875 | 781 | 59 | 16 | 1394 | 1353 | 99 | 9 | 3269 | 2387 |
| TURBOPROP: TOTAL | 5619 | 72 | 859883 | 65499 | 5376 | 100 | 405092 | 41456 | 5658 | 70 | 1268150 | 98046 |

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

PAGE 2 OF 6

| AIRCRAFT TYPE | IMC DAY | | | | IMC NIGHT | | | | IMC TOTAL | | | |
|-----------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| FIXED WING - TURBOJET | | | | | | | | | | | | |
| 2 ENGINE TURBOJET | 3959 | 37 | 461426 | 40487 | 3788 | 76 | 172866 | 14532 | 3982 | 35 | 634211 | 51360 |
| TURBOJET: OTHER | 245 | 54 | 27158 | 7822 | 207 | 44 | 8497 | 2814 | 248 | 54 | 35856 | 9930 |
| TURBOJET: TOTAL | 4205 | 65 | 488584 | 41235 | 3995 | 88 | 181363 | 14802 | 4230 | 84 | 689866 | 52311 |
| FIXED WING: TOTAL | 77947 | 1290 | 3434278 | 134270 | 50971 | 1159 | 1333894 | 82511 | 79425 | 1292 | 4773511 | 174210 |
| ROTORCRAFT | | | | | | | | | | | | |
| PISTON | 0 | 0 | 0 | 0 | 38 | 24 | 643 | 704 | 38 | 24 | 643 | 704 |
| TURBINE | 519 | 92 | 13832 | 2606 | 388 | 75 | 14244 | 10654 | 534 | 94 | 28061 | 10480 |
| ROTORCRAFT: TOTAL | 519 | 92 | 13832 | 2606 | 426 | 78 | 14887 | 10678 | 572 | 97 | 28704 | 10504 |
| OTHER AIRCRAFT | 15 | 11 | 224 | 172 | 3 | 0 | 21 | 0 | 15 | 11 | 245 | 172 |
| TOTAL | 78481 | 1293 | 3448333 | 134296 | 51400 | 1162 | 1348802 | 83416 | 80012 | 1296 | 4802460 | 174526 |

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

PAGE 3 OF 8

| AIRCRAFT TYPE | VMC DAY | | | VMC NIGHT | | | VMC TOTAL | | |
|------------------------|------------------------------|--------------|----------------|------------------------------|--------------|----------------|------------------------------|--------------|----------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN |
| FIXED WING | | | | | | | | | |
| FIXED WING - PISTON | | | | | | | | | |
| 1 ENG: 1-3 SEATS | 62367 | 45 | 7069864 | 22518 | 734 | 473852 | 62413 | 11 | 7543088 |
| 1 ENG: 4+ SEATS | 108975 | 145 | 11242384 | 72004 | 1116 | 1151293 | 109076 | 125 | 12395067 |
| 1 ENGINE: TOTAL | 171341 | 151 | 18312246 | 94521 | 1336 | 1625145 | 171489 | 125 | 19938148 |
| 2 ENG: 1-6 SEATS | 15751 | 150 | 1703030 | 11976 | 411 | 368637 | 15884 | 134 | 2078969 |
| 2 ENG: 7+ SEATS | 7405 | 71 | 1260163 | 5678 | 212 | 303399 | 7434 | 68 | 1558251 |
| 2 ENGINE: TOTAL | 23156 | 166 | 2963193 | 17654 | 463 | 670036 | 23318 | 151 | 3635220 |
| PISTON: OTHER | 148 | 0 | 9100 | 13 | 6 | 1156 | 148 | 0 | 10532 |
| PISTON: TOTAL | 194645 | 225 | 21284536 | 112188 | 1414 | 2296338 | 194954 | 196 | 23583900 |
| FIXED WING - TURBOPROP | | | | | | | | | |
| 2 ENG: 1-12 SEATS | 4157 | 131 | 737540 | 3413 | 179 | 172153 | 4166 | 131 | 909388 |
| 2 ENG: 13+ SEATS | 726 | 40 | 431229 | 641 | 50 | 108165 | 726 | 40 | 539394 |
| 2 ENGINE: TOTAL | 4883 | 137 | 1168769 | 4053 | 186 | 280318 | 4893 | 137 | 1448782 |
| TURBOPROP: OTHER | 185 | 0 | 67193 | 125 | 20 | 6635 | 185 | 0 | 73807 |
| TURBOPROP: TOTAL | 5068 | 137 | 1235962 | 4178 | 187 | 286953 | 5078 | 137 | 1522590 |

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

PAGE 4 OF 6

| AIRCRAFT TYPE | VMC DAY | | | | VMC NIGHT | | | | VMC TOTAL | | | |
|-----------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| FIXED WING - TURBOJET | | | | | | | | | | | | |
| 2 ENGINE TURBOJET | 3188 | 125 | 740953 | 58758 | 2801 | 144 | 176998 | 29639 | 3189 | 125 | 917889 | 78998 |
| TURBOJET: OTHER | 384 | 35 | 41872 | 10853 | 159 | 50 | 8748 | 2116 | 384 | 35 | 50620 | 12589 |
| TURBOJET: TOTAL | 3572 | 130 | 782825 | 59752 | 2960 | 152 | 185746 | 29714 | 3573 | 130 | 968309 | 79995 |
| FIXED WING: TOTAL | 203285 | 293 | 23303320 | 410965 | 119326 | 1434 | 2769037 | 100904 | 203606 | 272 | 26074790 | 457897 |
| ROTORCRAFT | | | | | | | | | | | | |
| PISTON | 2921 | 0 | 641148 | 66301 | 1221 | 130 | 167178 | 41221 | 2921 | 0 | 809526 | 91639 |
| TURBINE | 3981 | 0 | 1563634 | 129743 | 2454 | 166 | 194745 | 27454 | 3981 | 0 | 1758479 | 129808 |
| ROTORCRAFT: TOTAL | 6902 | 0 | 2204782 | 145702 | 3674 | 211 | 361923 | 49527 | 6902 | 0 | 2568005 | 158896 |
| OTHER AIRCRAFT | 7004 | 8 | 395122 | 28121 | 178 | 70 | 1775 | 1268 | 7004 | 8 | 396898 | 28145 |
| TOTAL | 217192 | 293 | 25903214 | 436934 | 123178 | 1451 | 3132735 | 112411 | 217512 | 272 | 29039694 | 485499 |

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 12
GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

| AIRCRAFT TYPE | DAY TOTAL | | | NIGHT TOTAL | | |
|------------------------|------------------------------|--------------|----------------|------------------------------|--------------|----------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN |
| FIXED WING | | | | | | |
| FIXED WING - PISTON | | | | | | |
| 1 ENG: 1-3 SEATS | 62380 | 44 | 7142620 | 22781 | 732 | 494478 |
| 1 ENG: 4+ SEATS | 109348 | 12 | 12417856 | 74867 | 1087 | 1485623 |
| 1 ENGINE: TOTAL | 171729 | 45 | 19560276 | 97647 | 1310 | 1980101 |
| 2 ENG: 1-6 SEATS | 16092 | 40 | 2167952 | 12863 | 373 | 583696 |
| 2 ENG: 7+ SEATS | 7534 | 19 | 1624910 | 6260 | 171 | 491835 |
| 2 ENGINE: TOTAL | 23626 | 44 | 3792861 | 19223 | 411 | 1075631 |
| PISTON: OTHER | 148 | 0 | 9523 | 16 | 10 | 1315 |
| PISTON: TOTAL | 195503 | 63 | 23362658 | 116886 | 1373 | 3037047 |
| FIXED WING - TURBOPROP | | | | | | |
| 2 ENG: 1-12 SEATS | 4776 | 16 | 1259326 | 4565 | 81 | 389036 |
| 2 ENG: 13+ SEATS | 970 | 0 | 766066 | 903 | 29 | 296036 |
| 2 ENGINE: TOTAL | 5746 | 16 | 2025392 | 5468 | 86 | 685072 |
| TURBOPROP: OTHER | 185 | 0 | 69026 | 125 | 20 | 8029 |
| TURBOPROP: TOTAL | 5931 | 16 | 2094417 | 5593 | 88 | 693101 |

TABLE 2 - 12
GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

| AIRCRAFT TYPE | DAY TOTAL | | | | NIGHT TOTAL | | | |
|-----------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| FIXED WING - TURBOJET | | | | | | | | |
| 2 ENGINE TURBOJET | 4032 | 6 | 1207965 | 55434 | 3905 | 53 | 351178 | 32191 |
| TURBOJET: OTHER | 444 | 0 | 69030 | 13329 | 215 | 55 | 17246 | 3374 |
| TURBOJET: TOTAL | 4476 | 6 | 1276996 | 57014 | 4121 | 78 | 368424 | 32367 |
| FIXED WING: TOTAL | 205910 | 65 | 26734064 | 438427 | 128600 | 1378 | 4098573 | 134686 |
| ROTORCRAFT | | | | | | | | |
| PISTON | 2921 | 0 | 641145 | 66301 | 1259 | 130 | 187818 | 41004 |
| TURBINE | 3981 | 0 | 1577446 | 129652 | 2520 | 165 | 209023 | 29603 |
| ROTORCRAFT: TOTAL | 6902 | 0 | 2218591 | 145621 | 3779 | 210 | 376841 | 50573 |
| OTHER AIRCRAFT | 7010 | 0 | 395345 | 28123 | 178 | 70 | 1796 | 1268 |
| TOTAL | 219822 | 65 | 29347992 | 462833 | 130557 | 1396 | 4477209 | 143874 |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1986

PAGE 1 OF 3

| REGION | IMC DAY | | | | IMC NIGHT | | | | IMC TOTAL | | | |
|-----------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| ALASKAN | 789 | 195 | 68947 | 39903 | 411 | 151 | 14399 | 7402 | 789 | 195 | 83346 | 43249 |
| CENTRAL | 4353 | 468 | 314323 | 74853 | 2671 | 354 | 120970 | 27320 | 4430 | 471 | 435245 | 101167 |
| EASTERN | 10982 | 715 | 594653 | 80022 | 7538 | 588 | 262812 | 39298 | 11140 | 722 | 857640 | 115595 |
| GREAT LAKES | 13906 | 813 | 573936 | 59416 | 9540 | 667 | 233818 | 44023 | 14107 | 816 | 812788 | 90468 |
| NEW ENGLAND | 3272 | 415 | 123299 | 22730 | 2287 | 343 | 62002 | 16806 | 3276 | 415 | 184939 | 37767 |
| NORTHWEST MT. | 5989 | 540 | 216337 | 40881 | 3439 | 407 | 107136 | 25821 | 6210 | 551 | 323471 | 62015 |
| SOUTHERN | 14062 | 797 | 590613 | 63693 | 9747 | 661 | 203997 | 23907 | 14384 | 807 | 794630 | 82594 |
| SOUTHWESTERN | 11915 | 722 | 494425 | 62840 | 7843 | 569 | 173854 | 22770 | 11981 | 723 | 666939 | 80686 |
| WESTERN-PACIFIC | 13689 | 809 | 466891 | 93691 | 8130 | 626 | 145991 | 22030 | 13994 | 819 | 612359 | 105585 |
| TOTAL | 78956 | 1925 | 3443422 | 190001 | 51606 | 1541 | 1324979 | 82510 | 80311 | 1941 | 4771355 | 251802 |

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1986

PAGE 2 OF 3

| REGION | VMC DAY | | | | VMC NIGHT | | | | VMC TOTAL | | | |
|-----------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| ALASKAN | 7595 | 536 | 1301936 | 183225 | 2827 | 352 | 77572 | 25145 | 7595 | 536 | 1379542 | 196986 |
| CENTRAL | 12559 | 780 | 1282189 | 119127 | 6386 | 578 | 167956 | 33412 | 12580 | 781 | 1450727 | 136792 |
| EASTERN | 24692 | 1054 | 2785795 | 189428 | 15254 | 862 | 445121 | 52886 | 24692 | 1054 | 3231233 | 222770 |
| GREAT LAKES | 36913 | 1257 | 3934722 | 217459 | 21511 | 1024 | 515278 | 52546 | 37031 | 1258 | 4452465 | 248669 |
| NEW ENGLAND | 9020 | 669 | 989338 | 110315 | 5703 | 548 | 169993 | 38652 | 9020 | 669 | 1158549 | 133084 |
| NORTHWEST MT. | 22248 | 1004 | 2533351 | 194403 | 10721 | 743 | 241965 | 40325 | 22248 | 1004 | 2775667 | 217429 |
| SOUTHERN | 33236 | 1205 | 3876297 | 226214 | 20100 | 978 | 476493 | 53111 | 33301 | 1206 | 4352717 | 254238 |
| SOUTHWESTERN | 32235 | 1176 | 4272063 | 318996 | 18146 | 925 | 389217 | 41763 | 32249 | 1176 | 4660657 | 339215 |
| WESTERN-PACIFIC | 38772 | 1257 | 5007370 | 330707 | 22965 | 1029 | 643799 | 89758 | 38818 | 1258 | 5654172 | 372126 |
| TOTAL | 217271 | 3075 | 25983050 | 665728 | 123614 | 2444 | 3127392 | 151816 | 217535 | 3076 | 29115700 | 743064 |

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1986

| REGION | DAY TOTAL | | | NIGHT TOTAL | | |
|-----------------|------------------------------|--------------|----------------|------------------------------|--------------|----------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN |
| ALASKAN | 7602 | 536 | 1370884 | 2968 | 365 | 91971 |
| CENTRAL | 12860 | 786 | 1596770 | 6736 | 587 | 288787 |
| EASTERN | 25051 | 1057 | 3379557 | 16417 | 885 | 707698 |
| GREAT LAKES | 37245 | 1259 | 4506281 | 22663 | 1042 | 744794 |
| NEW ENGLAND | 9050 | 670 | 1112028 | 5883 | 556 | 231549 |
| NORTHWEST MT. | 22381 | 1008 | 2750981 | 11821 | 778 | 348835 |
| SOUTHERN | 33875 | 1211 | 4469709 | 21396 | 998 | 681447 |
| SOUTHWESTERN | 32558 | 1178 | 4766411 | 19168 | 938 | 561791 |
| WESTERN-PACIFIC | 39159 | 1262 | 5474720 | 24012 | 1049 | 788975 |
| TOTAL | 219780 | 3084 | 29427308 | 131062 | 2497 | 4445852 |
| | | | | | | 195949 |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SOR MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| OTHER 1 | 388 | 146 | 7091 | 3742 | 8939 | 0 | 471374 | 42738 |
| OTHER 2 | 387 | 68 | 8258 | 2577 | 1078 | 11 | 88928 | 11152 |
| OTHER 3 | 24 | 27 | 966 | 1202 | 114 | 0 | 17326 | 6139 |
| OTHER 4 | 72 | 9 | 7649 | 2179 | 87 | 5 | 13808 | 3481 |
| OTHER 5 | 5 | 5 | 424 | 375 | 40 | 0 | 7370 | 4024 |
| OTHER 6 | 319 | 13 | 110976 | 44495 | 285 | 24 | 97981 | 22754 |
| OTHER 7 | 83 | 16 | 14267 | 9210 | 84 | 16 | 37571 | 24688 |
| OTHER 8 | 32 | 5 | 890 | 149 | 34 | 0 | 5885 | 1199 |
| OTHER 9 | 517 | 27 | 65209 | 21145 | 412 | 53 | 142127 | 37222 |
| OTHER 10 | 20 | 54 | 2418 | 6412 | 206 | 30 | 3217 | 3209 |
| OTHER 11 | 0 | 0 | 0 | 0 | 509 | 0 | 27945 | 14249 |
| OTHER 12 | 19 | 12 | 1939 | 1281 | 210 | 0 | 84474 | 13949 |
| OTHER 13 | 0 | 0 | 0 | 0 | 2054 | 0 | 106418 | 14188 |
| ADAMS A50S | 0 | 0 | 0 | 0 | 122 | 0 | 4631 | 818 |
| AERORSJ2 | 0 | 0 | 0 | 0 | 13 | 0 | 333 | 161 |
| AEROSPAS355 | 2 | 3 | 136 | 181 | 126 | 0 | 66201 | 7137 |
| AEROSPAS316 | 0 | 0 | 0 | 0 | 48 | 0 | 14709 | 1645 |
| AGUSTAA109 | 19 | 6 | 154 | 77 | 38 | 0 | 9275 | 2377 |
| AIRPTSA | 0 | 0 | 0 | 0 | 109 | 0 | 8000 | 2490 |
| AIRSPC18 | 0 | 0 | 0 | 0 | 11 | 0 | 982 | 471 |
| AIRTRCAT300 | 0 | 0 | 0 | 0 | 335 | 0 | 162847 | 18318 |
| AIRTRCAT400 | 0 | 0 | 0 | 0 | 56 | 0 | 29483 | 5805 |

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

PAGE 2 OF 34

| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| AMD FALC10 | 123 | 14 | 25757 | 8691 | 99 | 21 | 34387 | 7482 |
| AMD FALC20 | 205 | 0 | 37312 | 11730 | 134 | 35 | 44782 | 16151 |
| AMD FALC50 | 115 | 0 | 15101 | 6485 | 93 | 14 | 19755 | 6442 |
| ARCTICS1A | 0 | 0 | 0 | 0 | 33 | 0 | 1921 | 629 |
| ARCTICS1B1 | 1 | 2 | 3 | 4 | 17 | 2 | 805 | 210 |
| ARONCA15 | 0 | 0 | 0 | 0 | 123 | 0 | 6486 | 873 |
| ARONCA58 | 2 | 3 | 7 | 10 | 59 | 0 | 4028 | 736 |
| ARONCA65 | 0 | 0 | 0 | 0 | 62 | 0 | 2434 | 342 |
| ARONCAC3 | 0 | 0 | 0 | 0 | 11 | 0 | 157 | 78 |
| AVIANW/FALCON | 0 | 0 | 0 | 0 | 26 | 0 | 304 | 35 |
| AVIANW/SKYHMK | 0 | 0 | 0 | 0 | 42 | 0 | 1740 | 689 |
| AYRES S2 | 13 | 2 | 240 | 80 | 783 | 0 | 279852 | 32768 |
| BAC 111 | 23 | 0 | 3046 | 1532 | 20 | 3 | 5928 | 1178 |
| BAG B206 | 15 | 0 | 45 | 10 | 15 | 0 | 1005 | 297 |
| BAG DH125 | 72 | 0 | 13236 | 2790 | 50 | 8 | 11810 | 2756 |
| BALWKS/FIREFY | 0 | 0 | 0 | 0 | 1314 | 0 | 75927 | 21374 |
| BBAVIA11 | 14 | 13 | 7 | 6 | 506 | 0 | 27081 | 3729 |
| BBAVIA7 | 37 | 41 | 559 | 613 | 1894 | 0 | 149987 | 15982 |
| BBAVIA8 | 4 | 5 | 61 | 75 | 158 | 0 | 21285 | 4682 |
| BEECH 100 | 271 | 0 | 43184 | 8992 | 222 | 34 | 59688 | 13438 |
| BEECH 17 | 13 | 7 | 33 | 19 | 55 | 0 | 3076 | 604 |
| BEECH 18 | 192 | 72 | 50870 | 24386 | 429 | 7 | 104120 | 44729 |

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| BELL 212 | 38 | 24 | 770 | 714 | 102 | 0 | 41501 | 10337 |
| BELL 214 | 18 | 0 | 1679 | 0 | 18 | 0 | 3919 | 0 |
| BELL 222 | 72 | 10 | 1619 | 689 | 84 | 0 | 21087 | 5766 |
| BELL 412 | 47 | 0 | 3773 | 1102 | 47 | 0 | 33953 | 9918 |
| BELL 47 | 7 | 16 | 224 | 491 | 740 | 0 | 315885 | 60642 |
| BLANCA11 | 3 | 4 | 97 | 121 | 62 | 0 | 3177 | 1397 |
| BLANCA1413 | 0 | 0 | 0 | 0 | 133 | 0 | 4155 | 938 |
| BLANCA1419 | 108 | 50 | 1062 | 840 | 266 | 0 | 12103 | 2300 |
| BLANCA17 | 550 | 135 | 21366 | 9588 | 957 | 0 | 46062 | 10201 |
| BLANCA7 | 45 | 42 | 476 | 442 | 1885 | 0 | 131790 | 19170 |
| BLANCA8 | 0 | 0 | 0 | 0 | 468 | 0 | 49193 | 10978 |
| BNORM BN2 | 12 | 8 | 660 | 704 | 64 | 0 | 64380 | 12796 |
| BOEING727 | 26 | 4 | 10885 | 2847 | 11 | 5 | 1250 | 900 |
| BOEING75 | 43 | 33 | 288 | 221 | 885 | 0 | 82537 | 14747 |
| BOEING757 | 3 | 0 | 927 | 0 | 0 | 0 | 0 | 0 |
| BOLKMS105 | 4 | 8 | 8 | 16 | 118 | 0 | 49443 | 7962 |
| BOLKMS117 | 1 | 2 | 168 | 303 | 32 | 0 | 14096 | 1888 |
| BRAERODH125 | 35 | 0 | 8789 | 3011 | 28 | 7 | 10193 | 3659 |
| BRASOVIS28 | 0 | 0 | 0 | 0 | 46 | 0 | 2154 | 400 |
| BRWSTRFLEET2 | 0 | 0 | 0 | 0 | 12 | 0 | 428 | 260 |
| BRWSTRFLEET7 | 0 | 0 | 0 | 0 | 10 | 0 | 711 | 248 |
| BUKER 131 | 0 | 0 | 0 | 0 | 12 | 0 | 390 | 104 |

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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| CAMRONMODELO | 0 | 0 | 0 | 0 | 160 | 0 | 4753 | 529 |
| CASA C212 | 12 | 5 | 1194 | 1045 | 30 | 0 | 6315 | 4318 |
| CESSNA120 | 11 | 21 | 9 | 17 | 512 | 0 | 33837 | 9543 |
| CESSNA140 | 21 | 30 | 185 | 266 | 1619 | 0 | 90824 | 9451 |
| CESSNA150 | 1748 | 338 | 46466 | 17496 | 17449 | 0 | 2970388 | 217908 |
| CESSNA170 | 172 | 80 | 549 | 329 | 1987 | 0 | 128776 | 11536 |
| CESSNA172 | 8123 | 593 | 352654 | 92010 | 23171 | 68 | 3056190 | 201020 |
| CESSNA175 | 0 | 0 | 0 | 0 | 1184 | 0 | 148175 | 61199 |
| CESSNA177 | 1166 | 176 | 32999 | 7575 | 2546 | 0 | 237500 | 34011 |
| CESSNA180 | 393 | 130 | 8957 | 4394 | 2466 | 0 | 233521 | 23374 |
| CESSNA182 | 5684 | 421 | 162516 | 22825 | 13046 | 0 | 1498238 | 116207 |
| CESSNA185 | 166 | 63 | 2119 | 1121 | 1472 | 0 | 207822 | 35890 |
| CESSNA188 | 0 | 0 | 0 | 0 | 1533 | 0 | 396561 | 50486 |
| CESSNA190 | 8 | 6 | 100 | 83 | 48 | 0 | 2792 | 867 |
| CESSNA195 | 84 | 32 | 483 | 271 | 280 | 0 | 15021 | 3701 |
| CESSNA205 | 94 | 32 | 1441 | 780 | 244 | 0 | 19828 | 3593 |
| CESSNA206 | 1299 | 195 | 36877 | 8914 | 2898 | 0 | 443363 | 58445 |
| CESSNA207 | 23 | 42 | 227 | 414 | 314 | 0 | 181861 | 24221 |
| CESSNA208 | 67 | 7 | 2378 | 2382 | 71 | 0 | 34582 | 10692 |
| CESSNA210 | 3887 | 265 | 106360 | 16014 | 5816 | 0 | 664089 | 50355 |
| CESSNA303 | 189 | 13 | 14241 | 4214 | 197 | 0 | 37881 | 7026 |
| CESSNA305 | 0 | 0 | 0 | 0 | 236 | 0 | 21141 | 6335 |

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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| CESSNA310 | 2112 | 211 | 111671 | 22601 | 2802 | 71 | 385779 | 65466 |
| CESSNA320 | 72 | 62 | 3810 | 3507 | 298 | 0 | 18108 | 8443 |
| CESSNA335 | 45 | 0 | 3083 | 653 | 45 | 0 | 6980 | 1343 |
| CESSNA336 | 5 | 7 | 59 | 90 | 67 | 0 | 1384 | 1054 |
| CESSNA337 | 1038 | 51 | 25167 | 8019 | 1084 | 0 | 96022 | 19922 |
| CESSNA340 | 895 | 21 | 53223 | 12690 | 901 | 15 | 128425 | 18467 |
| CESSNA401 | 197 | 21 | 12772 | 3239 | 226 | 0 | 44954 | 10004 |
| CESSNA402 | 409 | 64 | 80450 | 27260 | 548 | 20 | 245777 | 59361 |
| CESSNA404 | 98 | 0 | 15253 | 5979 | 98 | 0 | 30647 | 6789 |
| CESSNA411 | 127 | 26 | 2290 | 2157 | 136 | 19 | 4921 | 3823 |
| CESSNA414 | 762 | 23 | 73365 | 13768 | 773 | 11 | 138240 | 24594 |
| CESSNA421 | 933 | 58 | 66602 | 15772 | 965 | 46 | 136562 | 22280 |
| CESSNA425 | 187 | 0 | 25709 | 4639 | 146 | 18 | 28445 | 6932 |
| CESSNA441 | 235 | 11 | 30780 | 7155 | 200 | 22 | 47859 | 10484 |
| CESSNA500 | 609 | 0 | 95771 | 27323 | 489 | 69 | 123840 | 33200 |
| CESSNA501 | 52 | 0 | 5447 | 1716 | 40 | 6 | 6965 | 1536 |
| CESSNA650 | 97 | 0 | 19496 | 5924 | 74 | 10 | 22765 | 5421 |
| CESSNA750 | 0 | 0 | 0 | 0 | 21 | 0 | 435 | 66 |
| CESSNAUC94 | 0 | 0 | 0 | 0 | 13 | 0 | 594 | 168 |
| CHILD S1 | 0 | 0 | 0 | 0 | 58 | 0 | 3669 | 545 |
| CHILD S2 | 0 | 0 | 0 | 0 | 162 | 0 | 14336 | 2623 |
| CNDAIRCL800 | 96 | 0 | 20661 | 6633 | 71 | 12 | 19844 | 4384 |

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BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| CNTRAR101 | 0 | 0 | 0 | 0 | 29 | 0 | 2855 | 405 |
| COMWTH185 | 0 | 0 | 0 | 0 | 46 | 0 | 2152 | 710 |
| CONAERLA4 | 80 | 42 | 747 | 420 | 479 | 0 | 52489 | 9797 |
| CURTISC46 | 36 | 0 | 1390 | 0 | 36 | 0 | 5558 | 0 |
| CURTISJR | 0 | 0 | 0 | 0 | 4 | 0 | 34 | 6 |
| CURTISROBIN | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 0 |
| CURTISTRVAIR | 0 | 0 | 0 | 0 | 49 | 0 | 2262 | 777 |
| CVAC 240 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| CVAC BT13 | 0 | 0 | 0 | 0 | 25 | 0 | 640 | 254 |
| CVAC L13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| CVAC STC580 | 7 | 0 | 338 | 0 | 7 | 0 | 1350 | 0 |
| DART G | 0 | 0 | 0 | 0 | 14 | 0 | 435 | 251 |
| DHAV DMC1 | 0 | 0 | 0 | 0 | 75 | 0 | 4858 | 707 |
| DHAV DMC2 | 18 | 10 | 2551 | 2200 | 206 | 6 | 55875 | 7802 |
| DHAV DMC3 | 0 | 0 | 0 | 0 | 37 | 0 | 407 | 0 |
| DHAV DMC4 | 25 | 0 | 358 | 0 | 25 | 0 | 1267 | 0 |
| DHAV DMC6 | 114 | 14 | 17988 | 11905 | 125 | 0 | 80313 | 27790 |
| DHAVXXDH82 | 0 | 0 | 0 | 0 | 42 | 0 | 1811 | 423 |
| DOUG A26 | 13 | 0 | 129 | 0 | 13 | 0 | 1163 | 0 |
| DOUG DC3 | 79 | 36 | 4176 | 2352 | 216 | 14 | 24399 | 11662 |
| DOUG DC4 | 7 | 10 | 88 | 127 | 65 | 0 | 1657 | 1612 |
| DOUG DC6 | 0 | 0 | 0 | 0 | 43 | 0 | 1505 | 0 |

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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| DOUG DC8 | 2 | 0 | 119 | 0 | 2 | 0 | 1069 | 0 |
| DOUG DC9 | 69 | 0 | 10157 | 0 | 69 | 0 | 34003 | 0 |
| EAGLE DW | 0 | 0 | 0 | 0 | 57 | 0 | 14840 | 1303 |
| EAGLEBC7 | 0 | 0 | 0 | 0 | 57 | 0 | 3203 | 792 |
| EIRVON20 | 0 | 0 | 0 | 0 | 85 | 0 | 4353 | 1485 |
| EMAIR MA1 | 0 | 0 | 0 | 0 | 9 | 0 | 3174 | 662 |
| EMB 110 | 111 | 15 | 85522 | 37202 | 116 | 0 | 188267 | 36829 |
| ENSTRMF28 | 0 | 0 | 0 | 0 | 400 | 0 | 122098 | 35614 |
| FLEET 168 | 0 | 0 | 0 | 0 | 17 | 0 | 543 | 110 |
| FRCHLD24 | 0 | 0 | 0 | 0 | 39 | 0 | 1364 | 206 |
| FRCHLDC119 | 1 | 0 | 37 | 0 | 1 | 0 | 111 | 0 |
| FRCHLDF27 | 18 | 0 | 1890 | 500 | 13 | 3 | 3881 | 950 |
| FRCHLDM62 | 24 | 13 | 78 | 50 | 117 | 9 | 9521 | 3668 |
| GENBALAX6 | 0 | 0 | 0 | 0 | 46 | 0 | 857 | 166 |
| GLASFL201 | 0 | 0 | 0 | 0 | 37 | 0 | 1842 | 381 |
| GLASFLH301 | 0 | 0 | 0 | 0 | 53 | 0 | 3557 | 571 |
| GROB 103CAT | 0 | 0 | 0 | 0 | 57 | 0 | 10308 | 2743 |
| GROB 109 | 6 | 7 | 135 | 162 | 64 | 0 | 7139 | 2835 |
| GROB ASTIR | 0 | 0 | 0 | 0 | 51 | 0 | 3726 | 777 |
| GRTLKS2T1 | 2 | 2 | 3 | 4 | 130 | 0 | 10324 | 1613 |
| GRUMANS A16 | 16 | 0 | 613 | 485 | 15 | 2 | 8212 | 3350 |
| GRUMAVAA1 | 163 | 68 | 1830 | 2166 | 470 | 0 | 30389 | 8612 |

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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| GRUMAVAA5 | 537 | 90 | 10216 | 3884 | 977 | 0 | 100631 | 11280 |
| GRUMAVG1159 | 36 | 0 | 4126 | 1388 | 29 | 4 | 9814 | 3138 |
| GRUMAVG164 | 0 | 0 | 0 | 0 | 1015 | 0 | 352510 | 47428 |
| GRUMAVG21 | 13 | 6 | 188 | 114 | 36 | 0 | 6729 | 1416 |
| GRUMAVTBM | 0 | 0 | 0 | 0 | 16 | 0 | 547 | 169 |
| GULSTM112 | 478 | 73 | 9541 | 2815 | 629 | 0 | 45247 | 10425 |
| GULSTM500 | 124 | 29 | 5587 | 2100 | 202 | 0 | 46613 | 17875 |
| GULSTM520 | 7 | 8 | 74 | 77 | 35 | 0 | 1762 | 839 |
| GULSTM580 | 10 | 6 | 373 | 272 | 43 | 0 | 3699 | 809 |
| GULSTM680 | 63 | 24 | 1894 | 922 | 127 | 0 | 17019 | 6145 |
| GULSTM680TP | 79 | 12 | 7115 | 3590 | 89 | 0 | 5919 | 1755 |
| GULSTM690TC | 23 | 3 | 2279 | 653 | 28 | 0 | 3965 | 777 |
| GULSTM690TP | 486 | 0 | 65613 | 29287 | 474 | 21 | 88680 | 21022 |
| GULSTMAA1 | 96 | 42 | 891 | 610 | 508 | 0 | 42638 | 5465 |
| GULSTMAA5 | 329 | 67 | 3633 | 1465 | 630 | 0 | 74651 | 23449 |
| GULSTMG1159 | 161 | 0 | 39126 | 11247 | 117 | 22 | 22073 | 9015 |
| GULSTMG159 | 123 | 9 | 25871 | 7520 | 75 | 19 | 20472 | 7715 |
| GULSTMG44 | 23 | 6 | 653 | 225 | 62 | 0 | 8450 | 1479 |
| GULSTMG73 | 7 | 5 | 419 | 335 | 23 | 0 | 21926 | 3670 |
| GULSTMGA7 | 41 | 7 | 1122 | 564 | 56 | 0 | 4858 | 961 |
| H23/HTE | 0 | 0 | 0 | 0 | 8 | 0 | 736 | 470 |
| H34/55 | 0 | 0 | 0 | 0 | 9 | 0 | 3404 | 0 |

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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| MELIO M250 | 3 | 2 | 21 | 19 | 19 | 0 | 1813 | 516 |
| MELIO M295 | 32 | 14 | 556 | 348 | 90 | 0 | 5136 | 1125 |
| MELIO M391 | 0 | 0 | 0 | 0 | 9 | 0 | 501 | 243 |
| WILLERFH1100 | 0 | 0 | 0 | 0 | 10 | 0 | 1028 | 230 |
| WILLERUH12 | 0 | 0 | 0 | 0 | 397 | 0 | 141968 | 42520 |
| HUGHES269 | 3 | 10 | 125 | 477 | 504 | 0 | 129176 | 35738 |
| HUGHES369 | 0 | 0 | 0 | 0 | 510 | 0 | 219402 | 36738 |
| HWKSLYDH104 | 11 | 0 | 160 | 0 | 11 | 0 | 641 | 0 |
| HWKSLYDH125 | 197 | 0 | 13938 | 7908 | 185 | 13 | 45330 | 7517 |
| HYNES B2 | 0 | 0 | 0 | 0 | 102 | 0 | 9150 | 3292 |
| INTRCP200 | 3 | 2 | 89 | 92 | 14 | 0 | 789 | 91 |
| ISRAEL 1121 | 89 | 0 | 11326 | 5307 | 65 | 12 | 7124 | 1704 |
| ISRAEL 1123 | 21 | 0 | 3060 | 1274 | 9 | 6 | 877 | 680 |
| ISRAEL 1124 | 216 | 0 | 24203 | 6005 | 208 | 12 | 51952 | 7022 |
| JBWSTRDGA15 | 0 | 0 | 0 | 0 | 31 | 0 | 894 | 311 |
| LAIFN10 | 0 | 0 | 0 | 0 | 2 | 0 | 85 | 0 |
| LEAR 23 | 45 | 0 | 3069 | 559 | 24 | 9 | 7706 | 3175 |
| LEAR 24 | 162 | 8 | 24071 | 7788 | 121 | 26 | 12547 | 5762 |
| LEAR 25 | 256 | 10 | 61521 | 16308 | 152 | 46 | 28218 | 25191 |
| LEAR 35 | 433 | 0 | 69822 | 17582 | 408 | 31 | 132791 | 26923 |
| LEAR 55 | 99 | 0 | 22821 | 6220 | 68 | 13 | 22127 | 6103 |
| LET L13 | 0 | 0 | 0 | 0 | 67 | 0 | 5550 | 2297 |

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| MANUFACTURER/ MODEL GROUP | IMC | | | VMC | | |
|------------------------------|------------------------------|--------------|----------------|------------------------------|--------------|----------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN |
| LKHEED12A | 0 | 0 | 0 | 7 | 0 | 185 |
| LKHEED1329 | 85 | 0 | 7132 | 71 | 10 | 25329 |
| LKHEED18 | 31 | 0 | 661 | 31 | 0 | 2642 |
| LKHEEDP2V | 0 | 0 | 0 | 7 | 0 | 22 |
| LKHEEDPV1 | 0 | 0 | 0 | 3 | 0 | 180 |
| LUSCOM8 | 0 | 0 | 0 | 1284 | 0 | 62151 |
| MAULE M4 | 4 | 6 | 19 | 161 | 0 | 8403 |
| MAULE M5 | 80 | 59 | 1440 | 443 | 0 | 40079 |
| MAULE M6 | 7 | 9 | 219 | 69 | 0 | 6652 |
| MCLISHFUNK8 | 0 | 0 | 0 | 77 | 0 | 2428 |
| MEYERSOTW | 0 | 0 | 0 | 25 | 0 | 690 |
| MNCOUNP90 | 0 | 0 | 0 | 18 | 0 | 868 |
| MNMITEM18 | 0 | 0 | 0 | 93 | 0 | 3378 |
| MOONEYM20 | 3464 | 264 | 112170 | 5991 | 31 | 581462 |
| MRCHTIS205 | 7 | 4 | 138 | 37 | 0 | 1991 |
| MTSBSIMU2 | 117 | 22 | 10027 | 137 | 8 | 34870 |
| MTSBSIMU300 | 75 | 5 | 4525 | 68 | 10 | 8889 |
| MULTECD16 | 2 | 2 | 48 | 14 | 0 | 650 |
| NAMER B25 | 0 | 0 | 0 | 9 | 0 | 580 |
| NAMER F51 | 20 | 13 | 221 | 94 | 0 | 4326 |
| NAMER NA260 | 9 | 6 | 240 | 86 | 0 | 5574 |
| NAMER T6 | 62 | 50 | 614 | 468 | 0 | 21923 |
| | | | | | | 5937 |

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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| NATBAL752 | 0 | 0 | 0 | 0 | 31 | 0 | 1462 | 547 |
| NAVAL N3N | 0 | 0 | 0 | 0 | 61 | 0 | 2486 | 504 |
| NAVIONNAVION | 20 | 20 | 314 | 364 | 296 | 0 | 12878 | 2915 |
| NORD 3202 | 0 | 0 | 0 | 0 | 9 | 0 | 330 | 61 |
| NORD SV4 | 0 | 0 | 0 | 0 | 31 | 0 | 1809 | 259 |
| NORWST65 | 0 | 0 | 0 | 0 | 29 | 0 | 1125 | 196 |
| ORLHELH19 | 0 | 0 | 0 | 0 | 41 | 0 | 3773 | 1124 |
| PARTENP68 | 29 | 0 | 1257 | 384 | 29 | 0 | 10425 | 1988 |
| PICARDAX6 | 0 | 0 | 0 | 0 | 76 | 0 | 1467 | 471 |
| PILATS84 | 0 | 0 | 0 | 0 | 24 | 0 | 2470 | 1095 |
| PIPER 600 | 383 | 11 | 23697 | 6162 | 378 | 14 | 53584 | 7060 |
| PIPER E2 | 0 | 0 | 0 | 0 | 3 | 0 | 35 | 13 |
| PIPER J2 | 0 | 0 | 0 | 0 | 29 | 0 | 1202 | 299 |
| PIPER J3 | 0 | 0 | 0 | 0 | 2543 | 0 | 170773 | 18080 |
| PIPER J4 | 0 | 0 | 0 | 0 | 69 | 0 | 3265 | 792 |
| PIPER J5 | 0 | 0 | 0 | 0 | 213 | 0 | 10560 | 3391 |
| PIPER PA12 | 15 | 15 | 33 | 33 | 833 | 0 | 61038 | 6904 |
| PIPER PA14 | 0 | 0 | 0 | 0 | 39 | 0 | 1163 | 770 |
| PIPER PA15 | 0 | 0 | 0 | 0 | 78 | 0 | 3196 | 631 |
| PIPER PA16 | 0 | 0 | 0 | 0 | 215 | 0 | 9064 | 1409 |
| PIPER PA17 | 0 | 0 | 0 | 0 | 37 | 0 | 2001 | 1279 |
| PIPER PA18 | 13 | 28 | 439 | 990 | 2974 | 0 | 429205 | 65063 |

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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| PIPER PA20 | 18 | 11 | 443 | 432 | 264 | 0 | 16709 | 2204 |
| PIPER PA22 | 228 | 97 | 1824 | 1364 | 3357 | 0 | 200673 | 23523 |
| PIPER PA23 | 1822 | 187 | 81317 | 19140 | 2553 | 0 | 323852 | 40113 |
| PIPER PA24 | 1314 | 198 | 25849 | 5680 | 2869 | 52 | 239632 | 23234 |
| PIPER PA25 | 0 | 0 | 0 | 0 | 1035 | 0 | 218403 | 41244 |
| PIPER PA28 | 8878 | 539 | 318443 | 38247 | 21740 | 58 | 2552613 | 141241 |
| PIPER PA30 | 948 | 76 | 38604 | 10808 | 1100 | 26 | 86054 | 11184 |
| PIPER PA31 | 1936 | 61 | 216286 | 41124 | 1969 | 45 | 444168 | 63811 |
| PIPER PA31T | 527 | 48 | 45624 | 12141 | 513 | 52 | 68339 | 16516 |
| PIPER PA32 | 2719 | 226 | 102018 | 19742 | 4000 | 62 | 471165 | 57528 |
| PIPER PA34 | 1479 | 106 | 96108 | 21029 | 1739 | 37 | 298924 | 51626 |
| PIPER PA36 | 0 | 0 | 0 | 0 | 329 | 0 | 75135 | 10345 |
| PIPER PA38 | 31 | 35 | 360 | 465 | 1334 | 0 | 237746 | 38205 |
| PIPER PA42 | 112 | 0 | 23771 | 4945 | 91 | 18 | 21071 | 5558 |
| PIPER PA44 | 264 | 33 | 24926 | 6435 | 327 | 0 | 130881 | 35716 |
| PIPER PA46 | 223 | 12 | 14422 | 3367 | 231 | 0 | 52565 | 8928 |
| PROPU200 | 24 | 5 | 616 | 230 | 37 | 0 | 3104 | 575 |
| RAVEN RX6 | 0 | 0 | 0 | 0 | 131 | 0 | 2248 | 285 |
| RAVEN S50 | 0 | 0 | 0 | 0 | 11 | 0 | 316 | 129 |
| RAVEN S55 | 0 | 0 | 0 | 0 | 618 | 0 | 23020 | 2691 |
| RAVEN S60 | 5 | 7 | 27 | 41 | 202 | 7 | 10849 | 1213 |
| RAVEN S66 | 0 | 0 | 0 | 0 | 32 | 0 | 1314 | 373 |

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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| RKWE500 | 25 | 4 | 1651 | 976 | 33 | 0 | 7519 | 1825 |
| RKWE700 | 24 | 0 | 957 | 297 | 24 | 0 | 2456 | 1044 |
| RKWE265 | 291 | 9 | 46997 | 13738 | 248 | 27 | 111586 | 41347 |
| ROBSNR22 | 5 | 9 | 64 | 120 | 243 | 0 | 71886 | 14414 |
| ROLSCHLS | 0 | 0 | 0 | 0 | 101 | 0 | 10336 | 1334 |
| RYAN ST3 | 0 | 0 | 0 | 0 | 84 | 0 | 3638 | 714 |
| RYAN STA | 0 | 0 | 0 | 0 | 21 | 0 | 620 | 377 |
| SAAB SF340 | 32 | 0 | 2509 | 825 | 32 | 0 | 7699 | 1660 |
| SCHLERASK21 | 0 | 0 | 0 | 0 | 33 | 0 | 4147 | 1321 |
| SCHLERASW15 | 0 | 0 | 0 | 0 | 37 | 0 | 1256 | 345 |
| SCHLERASW19 | 0 | 0 | 0 | 0 | 58 | 0 | 3100 | 589 |
| SCHLERASW20 | 0 | 0 | 0 | 0 | 97 | 0 | 7482 | 1592 |
| SCHLERK8 | 0 | 0 | 0 | 0 | 20 | 0 | 1278 | 571 |
| SCHLERKA6 | 0 | 0 | 0 | 0 | 69 | 0 | 3319 | 644 |
| SCWZERG164 | 0 | 0 | 0 | 0 | 180 | 0 | 40534 | 5437 |
| SCWZERSG1 | 0 | 0 | 0 | 0 | 603 | 0 | 29636 | 4007 |
| SCWZERSG2 | 0 | 0 | 0 | 0 | 299 | 0 | 36068 | 8486 |
| SEMCO CLINGER | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 |
| SEMCO MODEL T | 3 | 0 | 63 | 0 | 3 | 0 | 356 | 0 |
| SKRSKYS55 | 0 | 0 | 0 | 0 | 10 | 0 | 387 | 233 |
| SKRSKYS58 | 23 | 11 | 230 | 115 | 40 | 0 | 4820 | 1604 |
| SKRSKYS58T | 0 | 0 | 0 | 0 | 24 | 0 | 8307 | 4538 |

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| MANUFACTURER/ MODEL GROUP | IMC | | | VMC | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR |
| SKRSKYS61 | 0 | 0 | 0 | 0 | 8 | 0 |
| SKRSKYS76 | 108 | 24 | 6812 | 2281 | 146 | 14619 |
| SLINDS100 | 8 | 10 | 91 | 124 | 259 | 2436 |
| SMITH 600 | 347 | 26 | 18408 | 7436 | 371 | 7714 |
| SNIAS 350 | 0 | 0 | 0 | 0 | 244 | 27282 |
| SNIAS SA341 | 0 | 0 | 0 | 0 | 16 | 1529 |
| SOCATAMS894 | 4 | 2 | 43 | 28 | 20 | 384 |
| SOCATARALLYE | 3 | 2 | 22 | 14 | 19 | 226 |
| SOCATATB10 | 29 | 16 | 218 | 143 | 52 | 1170 |
| SOCATATB20 | 60 | 13 | 2037 | 735 | 86 | 2304 |
| SPRTHCIRRUS | 0 | 0 | 0 | 0 | 86 | 860 |
| SPRTHNIMBUS | 2 | 4 | 20 | 43 | 50 | 938 |
| SPRTHVENTUS | 0 | 0 | 0 | 0 | 50 | 687 |
| STNSON10 | 0 | 0 | 0 | 0 | 35 | 366 |
| STNSONL5 | 0 | 0 | 0 | 0 | 15 | 147 |
| STNSONSR9 | 0 | 0 | 0 | 0 | 5 | 102 |
| STNSONV77 | 0 | 0 | 0 | 0 | 39 | 372 |
| STOLAMRC3 | 0 | 0 | 0 | 0 | 100 | 1612 |
| SUPAC LA | 0 | 0 | 0 | 0 | 21 | 149 |
| SUPAC V | 0 | 0 | 0 | 0 | 8 | 5 |
| SWRNGNSA226 | 230 | 0 | 247951 | 24573 | 94 | 3443 |
| SWRNGNSA227 | 118 | 0 | 118083 | 29946 | 89 | 12609 |

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BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| SWRNGNSA26 | 94 | 0 | 5455 | 2347 | 94 | 0 | 12981 | 4544 |
| TCRAFK21 | 0 | 0 | 0 | 0 | 20 | 0 | 1498 | 337 |
| TCRAFKD | 0 | 0 | 0 | 0 | 159 | 0 | 10730 | 2466 |
| TCRAFTA | 0 | 0 | 0 | 0 | 17 | 0 | 444 | 150 |
| TCRAFTBC | 0 | 0 | 0 | 0 | 988 | 0 | 55642 | 9145 |
| TCRAFTBF | 0 | 0 | 0 | 0 | 29 | 0 | 1512 | 335 |
| TCRAFTBL | 0 | 0 | 0 | 0 | 91 | 0 | 3649 | 676 |
| TEMCO 11A | 2 | 2 | 6 | 6 | 22 | 0 | 750 | 96 |
| TH55 | 0 | 0 | 0 | 0 | 12 | 0 | 1411 | 262 |
| THUNDRAX7 | 0 | 0 | 0 | 0 | 57 | 0 | 1161 | 750 |
| TMPSONNAVION | 85 | 43 | 1271 | 854 | 472 | 0 | 36003 | 7546 |
| TRYTEK65 | 0 | 0 | 0 | 0 | 132 | 0 | 4918 | 2093 |
| TRYTEKK | 0 | 0 | 0 | 0 | 3 | 0 | 363 | 0 |
| UNIVACGC1 | 31 | 27 | 37 | 32 | 503 | 0 | 25177 | 5911 |
| UNIVAR108 | 41 | 28 | 761 | 631 | 1114 | 0 | 57156 | 8004 |
| UNIVAR415 | 7 | 15 | 18 | 36 | 1047 | 0 | 59612 | 10513 |
| VARGA 2150 | 21 | 13 | 287 | 206 | 126 | 0 | 11423 | 3524 |
| WACO ASO | 0 | 0 | 0 | 0 | 7 | 0 | 350 | 100 |
| WACO GXE | 0 | 0 | 0 | 0 | 16 | 0 | 252 | 111 |
| WACO R | 0 | 0 | 0 | 0 | 10 | 0 | 100 | 44 |
| WACO UPF7 | 0 | 0 | 0 | 0 | 72 | 0 | 3258 | 1149 |
| WACO YK | 0 | 0 | 0 | 0 | 19 | 0 | 546 | 144 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | IMC | | | | VMC | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| WSK M18 | 0 | 0 | 0 | 0 | 45 | 0 | 18287 | 2441 |
| WTHRLY201 | 0 | 0 | 0 | 0 | 59 | 0 | 12114 | 1225 |
| TOTALS | 80012 | 1296 | 4802460 | 174526 | 217512 | 272 | 29039694 | 485499 |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | DAY | | | | NIGHT | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| OTHER 1 | 8939 | 0 | 472232 | 42885 | 1032 | 229 | 6242 | 2108 |
| OTHER 2 | 1085 | 0 | 89766 | 10824 | 599 | 70 | 7420 | 2048 |
| OTHER 3 | 114 | 0 | 13975 | 4685 | 84 | 29 | 4316 | 1979 |
| OTHER 4 | 93 | 0 | 15927 | 3648 | 64 | 10 | 5472 | 1898 |
| OTHER 5 | 40 | 0 | 6305 | 3053 | 13 | 6 | 1283 | 1127 |
| OTHER 6 | 318 | 14 | 134298 | 32559 | 313 | 16 | 72977 | 21528 |
| OTHER 7 | 105 | 0 | 40002 | 22054 | 83 | 16 | 11837 | 12141 |
| OTHER 8 | 34 | 0 | 6160 | 1108 | 32 | 5 | 594 | 89 |
| OTHER 9 | 544 | 0 | 166720 | 27179 | 459 | 45 | 40259 | 12643 |
| OTHER 10 | 212 | 0 | 4838 | 8122 | 20 | 53 | 797 | 2149 |
| OTHER 11 | 509 | 0 | 27279 | 13062 | 32 | 30 | 653 | 759 |
| OTHER 12 | 210 | 0 | 73348 | 12574 | 154 | 18 | 13065 | 3760 |
| OTHER 13 | 2054 | 0 | 105143 | 14131 | 37 | 36 | 1274 | 1255 |
| ADAMS A50S | 122 | 0 | 4631 | 818 | 0 | 0 | 0 | 0 |
| AERORSJ2 | 13 | 0 | 316 | 150 | 4 | 3 | 17 | 14 |
| AEROSPAS355 | 126 | 0 | 62621 | 7153 | 77 | 11 | 3716 | 1652 |
| AEROSPSA316 | 48 | 0 | 9649 | 907 | 46 | 5 | 5061 | 1154 |
| AGUSTAA109 | 38 | 0 | 8321 | 2200 | 38 | 0 | 1108 | 267 |
| AIRPTSA | 109 | 0 | 7970 | 2482 | 6 | 8 | 30 | 40 |
| AIRSPC18 | 11 | 0 | 982 | 471 | 0 | 0 | 0 | 0 |
| AIRTRCAT300 | 335 | 0 | 156467 | 20065 | 24 | 24 | 5953 | 5953 |
| AIRTRCAT400 | 56 | 0 | 29138 | 6038 | 1 | 5 | 345 | 1545 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | DAY | | | | NIGHT | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| AMD FALC10 | 138 | 0 | 45065 | 3651 | 138 | 0 | 14079 | 2202 |
| AMD FALC20 | 205 | 0 | 64095 | 8755 | 201 | 9 | 24184 | 5989 |
| AMD FALC50 | 115 | 0 | 26461 | 5440 | 92 | 15 | 8395 | 1879 |
| ARCTICS1A | 33 | 0 | 1920 | 629 | 3 | 2 | 1 | 1 |
| ARCTICS1B1 | 18 | 0 | 697 | 166 | 6 | 3 | 110 | 60 |
| ARONCA15 | 123 | 0 | 6330 | 852 | 29 | 11 | 155 | 70 |
| ARONCA58 | 59 | 0 | 4033 | 736 | 0 | 0 | 0 | 0 |
| ARONCA65 | 62 | 0 | 2434 | 342 | 0 | 0 | 0 | 0 |
| ARONCAC3 | 11 | 0 | 157 | 78 | 0 | 0 | 0 | 0 |
| AVIANWFALCON | 26 | 0 | 304 | 35 | 0 | 0 | 0 | 0 |
| AVIANWSKYHWK | 42 | 0 | 1740 | 689 | 0 | 0 | 0 | 0 |
| AYRES S2 | 783 | 0 | 247677 | 26860 | 143 | 58 | 32413 | 17136 |
| BAC 111 | 23 | 0 | 5957 | 966 | 23 | 0 | 3016 | 982 |
| BAG B206 | 15 | 0 | 1028 | 313 | 15 | 0 | 23 | 5 |
| BAG DH125 | 72 | 0 | 22336 | 1893 | 72 | 0 | 4460 | 530 |
| BALWKSFIREFY | 1314 | 0 | 75769 | 21385 | 78 | 56 | 157 | 113 |
| BBAVIA11 | 506 | 0 | 26885 | 3684 | 49 | 23 | 201 | 122 |
| BBAVIA7 | 1894 | 0 | 149482 | 15992 | 175 | 85 | 1040 | 668 |
| BBAVIA8 | 158 | 0 | 20389 | 4454 | 27 | 12 | 956 | 665 |
| BEECH 100 | 271 | 0 | 79159 | 7053 | 271 | 0 | 23723 | 4806 |
| BEECH 17 | 55 | 0 | 3002 | 590 | 20 | 8 | 106 | 51 |
| BEECH 18 | 419 | 7 | 101332 | 42413 | 218 | 73 | 50128 | 20847 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | DAY | | | | NIGHT | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| BEECH 1900 | 63 | 0 | 40989 | 9471 | 63 | 0 | 45852 | 17057 |
| BEECH 200 | 857 | 0 | 216060 | 21929 | 828 | 28 | 60982 | 10415 |
| BEECH 23 | 2201 | 0 | 189561 | 24511 | 1449 | 144 | 24379 | 6189 |
| BEECH 300 | 83 | 0 | 21150 | 3256 | 83 | 0 | 4920 | 1442 |
| BEECH 33 | 1550 | 0 | 136607 | 10348 | 1024 | 114 | 13105 | 2587 |
| BEECH 35 | 6082 | 0 | 615880 | 43575 | 4083 | 270 | 72094 | 10657 |
| BEECH 36 | 2199 | 0 | 295438 | 31769 | 1838 | 125 | 48957 | 13517 |
| BEECH 45 | 186 | 0 | 25208 | 4655 | 123 | 26 | 2403 | 1018 |
| BEECH 50 | 155 | 0 | 23169 | 4950 | 130 | 31 | 5499 | 2548 |
| BEECH 55 | 2047 | 0 | 318501 | 77857 | 1650 | 133 | 46662 | 8651 |
| BEECH 56 | 54 | 0 | 4324 | 1419 | 20 | 7 | 437 | 191 |
| BEECH 58 | 1534 | 0 | 205228 | 25978 | 1279 | 122 | 47994 | 10636 |
| BEECH 60 | 400 | 0 | 53900 | 8188 | 365 | 37 | 7961 | 2813 |
| BEECH 65 | 91 | 0 | 9137 | 4515 | 18 | 16 | 614 | 629 |
| BEECH 76 | 332 | 0 | 51393 | 7878 | 309 | 22 | 7030 | 2107 |
| BEECH 77 | 238 | 0 | 49253 | 9060 | 149 | 28 | 3813 | 1132 |
| BEECH 80 | 97 | 0 | 11496 | 7094 | 34 | 22 | 908 | 726 |
| BEECH 90 | 1115 | 0 | 266978 | 24621 | 1115 | 0 | 63126 | 14250 |
| BEECH 95 | 407 | 0 | 40839 | 4844 | 350 | 32 | 7568 | 1886 |
| BEECH 99 | 143 | 0 | 169305 | 48717 | 143 | 0 | 53973 | 7687 |
| BELL 204 | 160 | 0 | 21489 | 7399 | 82 | 38 | 1983 | 1087 |
| BELL 206 | 1921 | 0 | 906006 | 119052 | 1098 | 138 | 82711 | 21802 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | DAY | | | | NIGHT | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| BELL 212 | 102 | 0 | 40583 | 10474 | 76 | 22 | 1888 | 738 |
| BELL 214 | 18 | 0 | 2799 | 0 | 18 | 0 | 2799 | 0 |
| BELL 222 | 84 | 0 | 18062 | 3587 | 82 | 4 | 4638 | 3185 |
| BELL 412 | 47 | 0 | 19430 | 2429 | 47 | 0 | 18296 | 8592 |
| BELL 47 | 740 | 0 | 222227 | 39233 | 410 | 81 | 92901 | 35711 |
| BLANCA11 | 62 | 0 | 3237 | 1464 | 3 | 4 | 36 | 45 |
| BLANCA1413 | 133 | 0 | 3741 | 698 | 37 | 24 | 414 | 274 |
| BLANCA1419 | 266 | 0 | 12165 | 2470 | 147 | 51 | 999 | 641 |
| BLANCA17 | 957 | 0 | 61430 | 9587 | 570 | 134 | 5997 | 1977 |
| BLANCA7 | 1885 | 0 | 129164 | 18478 | 618 | 128 | 3022 | 1523 |
| BLANCA8 | 468 | 0 | 46019 | 9586 | 203 | 51 | 3174 | 1899 |
| BNORM BN2 | 64 | 0 | 53453 | 10110 | 52 | 8 | 11587 | 2889 |
| BOEING727 | 30 | 0 | 9804 | 2217 | 17 | 5 | 2332 | 966 |
| BOEING75 | 885 | 0 | 82825 | 14767 | 0 | 0 | 0 | 0 |
| BOEING757 | 3 | 0 | 927 | 0 | 0 | 0 | 0 | 0 |
| BOLKMS105 | 118 | 0 | 44362 | 8035 | 65 | 22 | 5088 | 3594 |
| BOLKMS117 | 32 | 0 | 8732 | 1125 | 32 | 0 | 5533 | 793 |
| BRAERODH125 | 35 | 0 | 15431 | 2552 | 35 | 0 | 3550 | 699 |
| BRASOVIS28 | 46 | 0 | 2154 | 400 | 0 | 0 | 0 | 0 |
| BRWSTRFLEET2 | 12 | 0 | 428 | 260 | 0 | 0 | 0 | 0 |
| BRWSTRFLEET7 | 10 | 0 | 711 | 248 | 0 | 0 | 0 | 0 |
| BUKER 131 | 12 | 0 | 390 | 104 | 0 | 0 | 0 | 0 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | DAY | | | NIGHT | | |
|------------------------------|------------------------------|--------------|----------------|------------------------------|--------------|----------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN |
| CAMRONMODELO | 160 | 0 | 4753 | 0 | 0 | 0 |
| CASA C212 | 30 | 0 | 5982 | 12 | 5 | 1527 |
| CESSNA120 | 512 | 0 | 31963 | 204 | 70 | 1883 |
| CESSNA140 | 1619 | 0 | 88084 | 700 | 131 | 2925 |
| CESSNA150 | 17449 | 0 | 2736357 | 11752 | 528 | 277043 |
| CESSNA170 | 1987 | 0 | 121525 | 999 | 142 | 7689 |
| CESSNA172 | 23238 | 12 | 3048878 | 16764 | 558 | 359386 |
| CESSNA175 | 1184 | 0 | 115847 | 644 | 112 | 32328 |
| CESSNA177 | 2546 | 0 | 228794 | 1793 | 161 | 41558 |
| CESSNA180 | 2466 | 0 | 226699 | 1185 | 178 | 15779 |
| CESSNA182 | 13046 | 0 | 1517201 | 8818 | 398 | 141617 |
| CESSNA185 | 1472 | 0 | 203569 | 524 | 95 | 6259 |
| CESSNA188 | 1533 | 0 | 394198 | 125 | 79 | 2749 |
| CESSNA190 | 48 | 0 | 2655 | 22 | 8 | 238 |
| CESSNA195 | 280 | 0 | 14613 | 118 | 35 | 890 |
| CESSNA205 | 244 | 0 | 19630 | 206 | 24 | 1639 |
| CESSNA206 | 2898 | 0 | 445960 | 1798 | 191 | 34280 |
| CESSNA207 | 314 | 0 | 179028 | 79 | 69 | 3060 |
| CESSNA208 | 71 | 0 | 33276 | 67 | 7 | 3684 |
| CESSNA210 | 5816 | 0 | 707338 | 4340 | 245 | 64496 |
| CESSNA303 | 197 | 0 | 41449 | 183 | 17 | 10817 |
| CESSNA305 | 236 | 0 | 20517 | 38 | 26 | 611 |
| | | | | | | 656 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | DAY | | | NIGHT | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR |
| CESSNA310 | 2866 | 0 | 362454 | 55249 | 2179 | 38012 |
| CESSNA320 | 298 | 0 | 19112 | 8733 | 93 | 2993 |
| CESSNA335 | 45 | 0 | 6781 | 1014 | 42 | 882 |
| CESSNA336 | 67 | 0 | 1355 | 971 | 10 | 98 |
| CESSNA337 | 1084 | 0 | 105746 | 20660 | 930 | 5206 |
| CESSNA340 | 908 | 0 | 141709 | 18005 | 776 | 11152 |
| CESSNA401 | 208 | 17 | 38458 | 9125 | 208 | 8054 |
| CESSNA402 | 558 | 0 | 272243 | 67066 | 416 | 17558 |
| CESSNA404 | 94 | 9 | 27731 | 5411 | 98 | 6278 |
| CESSNA411 | 145 | 0 | 5732 | 3552 | 121 | 964 |
| CESSNA414 | 776 | 0 | 167556 | 21649 | 757 | 10642 |
| CESSNA421 | 1018 | 0 | 164436 | 21120 | 934 | 7719 |
| CESSNA425 | 187 | 0 | 44870 | 6077 | 175 | 2648 |
| CESSNA441 | 245 | 0 | 58910 | 8304 | 234 | 4021 |
| CESSNA500 | 609 | 0 | 185033 | 25407 | 609 | 8403 |
| CESSNA501 | 52 | 0 | 10612 | 1198 | 52 | 390 |
| CESSNA650 | 97 | 0 | 35021 | 3945 | 97 | 2249 |
| CESSNA750 | 21 | 0 | 435 | 66 | 0 | 0 |
| CESSNAUC94 | 13 | 0 | 524 | 126 | 4 | 46 |
| CHILD S1 | 58 | 0 | 3669 | 545 | 0 | 0 |
| CHILD S2 | 162 | 0 | 14336 | 2623 | 0 | 0 |
| CNDATRL600 | 96 | 0 | 32794 | 3663 | 96 | 1189 |

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BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | DAY | | | NIGHT | | |
|------------------------------|------------------------------|--------------|----------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | HOURS FLOWN | STD ERROR |
| CNTRAR101 | 29 | 0 | 2855 | 405 | 0 | 0 |
| COMWTH185 | 46 | 0 | 2113 | 684 | 11 | 31 |
| CONAERLA4 | 479 | 0 | 50058 | 9159 | 228 | 1129 |
| CURTISC46 | 36 | 0 | 695 | 0 | 36 | 0 |
| CURTISJR | 4 | 0 | 34 | 6 | 0 | 0 |
| CURTISROBIN | 1 | 0 | 15 | 0 | 0 | 0 |
| CURTISTRVAIR | 49 | 0 | 2246 | 775 | 5 | 15 |
| CVAC 240 | 12 | 0 | 0 | 0 | 0 | 0 |
| CVAC BT13 | 25 | 0 | 624 | 242 | 3 | 14 |
| CVAC L13 | 2 | 0 | 0 | 0 | 0 | 0 |
| CVAC STC580 | 7 | 0 | 1434 | 0 | 7 | 0 |
| DART G | 14 | 0 | 435 | 251 | 0 | 0 |
| DHAV DHC1 | 75 | 0 | 4691 | 669 | 15 | 101 |
| DHAV DHC2 | 212 | 0 | 57981 | 7650 | 26 | 251 |
| DHAV DHC3 | 37 | 0 | 407 | 0 | 22 | 0 |
| DHAV DHC4 | 25 | 0 | 1625 | 0 | 0 | 0 |
| DHAV DHC6 | 125 | 0 | 71704 | 25366 | 111 | 16157 |
| DHAVXXDH82 | 42 | 0 | 1811 | 423 | 0 | 0 |
| DOUG A26 | 13 | 0 | 969 | 0 | 13 | 0 |
| DOUG DC3 | 224 | 0 | 24323 | 11593 | 92 | 2623 |
| DOUG DC4 | 65 | 0 | 1713 | 1694 | 4 | 67 |
| DOUG DC6 | 43 | 0 | 1505 | 0 | 0 | 0 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | DAY | | | NIGHT | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR |
| DOUG DC8 | 2 | 0 | 772 | 0 | 2 | 0 |
| DOUG DC9 | 69 | 0 | 41952 | 0 | 69 | 0 |
| EAGLE DW | 57 | 0 | 14615 | 1305 | 6 | 23 |
| EAGLEBC7 | 57 | 0 | 3203 | 792 | 0 | 0 |
| EIRVON20 | 85 | 0 | 4353 | 1465 | 0 | 0 |
| EMAIR MA1 | 9 | 0 | 2830 | 1112 | 2 | 344 |
| EMB 110 | 116 | 0 | 194549 | 38558 | 111 | 40682 |
| ENSTRMF28 | 400 | 0 | 97811 | 27723 | 252 | 10553 |
| FLEET 16B | 17 | 0 | 543 | 110 | 0 | 0 |
| FRCHLD24 | 39 | 0 | 1350 | 205 | 7 | 13 |
| FRCHLDC119 | 1 | 0 | 148 | 0 | 0 | 0 |
| FRCHLD127 | 18 | 0 | 4188 | 407 | 16 | 394 |
| FRCHLDW62 | 127 | 0 | 9496 | 3620 | 13 | 82 |
| GENBALAX6 | 46 | 0 | 857 | 166 | 0 | 0 |
| GLASFL201 | 37 | 0 | 1842 | 361 | 0 | 0 |
| GLASFLH301 | 53 | 0 | 3557 | 571 | 0 | 0 |
| GROB 103CAT | 57 | 0 | 10295 | 2745 | 3 | 17 |
| GROB 109 | 64 | 0 | 7105 | 2632 | 16 | 133 |
| GROB ASTIR | 51 | 0 | 3726 | 777 | 0 | 0 |
| GRTLKS2T1 | 130 | 0 | 10229 | 1604 | 19 | 39 |
| GRUMANS A16 | 16 | 0 | 8560 | 3271 | 16 | 245 |
| GRUMAVAA1 | 470 | 0 | 30649 | 8171 | 153 | 813 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | DAY | | | NIGHT | | |
|------------------------------|------------------------------|--------------|----------------|------------------------------|--------------|----------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN |
| GRUMAVAA5 | 977 | 0 | 96101 | 839 | 63 | 14747 |
| GRUMAVG1159 | 36 | 0 | 11477 | 36 | 0 | 2348 |
| GRUMAVG164 | 969 | 44 | 312800 | 56 | 48 | 38352 |
| GRUMAVG21 | 36 | 0 | 6615 | 18 | 7 | 302 |
| GRUMAVTBM | 16 | 0 | 547 | 3 | 2 | 0 |
| GULSTM112 | 629 | 0 | 49350 | 509 | 67 | 5449 |
| GULSTM500 | 202 | 0 | 47826 | 162 | 24 | 4374 |
| GULSTM520 | 35 | 0 | 1836 | 0 | 0 | 0 |
| GULSTM560 | 43 | 0 | 3434 | 34 | 6 | 638 |
| GULSTM680 | 127 | 0 | 15921 | 84 | 22 | 2977 |
| GULSTM680TP | 89 | 0 | 7247 | 89 | 0 | 5787 |
| GULSTM690TC | 28 | 0 | 4957 | 23 | 3 | 1287 |
| GULSTM690TP | 486 | 0 | 112726 | 387 | 54 | 41567 |
| GULSTMAA1 | 508 | 0 | 35747 | 357 | 49 | 7782 |
| GULSTMAA5 | 630 | 0 | 70137 | 499 | 54 | 8042 |
| GULSTMG1159 | 161 | 0 | 44609 | 161 | 0 | 16322 |
| GULSTMG159 | 130 | 0 | 37227 | 123 | 9 | 9116 |
| GULSTMG44 | 62 | 0 | 7342 | 46 | 5 | 1761 |
| GULSTMG73 | 23 | 0 | 22306 | 3 | 4 | 38 |
| GULSTMGA7 | 56 | 0 | 5286 | 38 | 8 | 637 |
| H23/HTE | 8 | 0 | 722 | 4 | 3 | 14 |
| H34/55 | 9 | 0 | 3063 | 9 | 0 | 340 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SOR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | DAY | | | NIGHT | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR |
| HELIO H250 | 19 | 0 | 1769 | 496 | 8 | 30 |
| HELIO H295 | 90 | 0 | 5293 | 1123 | 23 | 277 |
| HELIO H391 | 9 | 0 | 501 | 243 | 0 | 0 |
| HILLERFH1100 | 10 | 0 | 879 | 238 | 10 | 72 |
| HILLERUH12 | 397 | 0 | 128267 | 38329 | 202 | 5329 |
| HUGHES269 | 504 | 0 | 90792 | 16859 | 189 | 17827 |
| HUGHES369 | 510 | 0 | 194136 | 34870 | 287 | 12424 |
| HWKSLYDH104 | 11 | 0 | 641 | 0 | 11 | 0 |
| HWKSLYDH125 | 197 | 0 | 48088 | 7198 | 168 | 3349 |
| HYNES B2 | 102 | 0 | 8047 | 2952 | 75 | 464 |
| INTRCP200 | 14 | 0 | 842 | 91 | 3 | 38 |
| ISRAEL1121 | 85 | 6 | 13700 | 3769 | 88 | 1081 |
| ISRAEL1123 | 21 | 0 | 3605 | 806 | 21 | 139 |
| ISRAEL1124 | 216 | 0 | 59792 | 5801 | 216 | 2251 |
| JBWSTRDGA15 | 31 | 0 | 894 | 311 | 0 | 0 |
| LAIKFN10 | 2 | 0 | 85 | 0 | 0 | 0 |
| LEAR 23 | 45 | 0 | 7763 | 2092 | 45 | 1386 |
| LEAR 24 | 165 | 0 | 24473 | 5104 | 165 | 5080 |
| LEAR 25 | 260 | 0 | 54993 | 11106 | 256 | 18070 |
| LEAR 35 | 433 | 0 | 149216 | 15381 | 433 | 6354 |
| LEAR 55 | 99 | 0 | 33983 | 4943 | 99 | 1787 |
| LET L13 | 67 | 0 | 5550 | 2297 | 0 | 0 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | DAY | | | | NIGHT | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| LKHEED12A | 7 | 0 | 185 | 35 | 0 | 0 | 0 | 0 |
| LKHEED1329 | 85 | 0 | 27155 | 8785 | 85 | 0 | 5306 | 1517 |
| LKHEED18 | 31 | 0 | 1124 | 62 | 31 | 0 | 2179 | 996 |
| LKHEEDP2V | 7 | 0 | 22 | 0 | 0 | 0 | 0 | 0 |
| LKHEEDPV1 | 3 | 0 | 162 | 0 | 3 | 0 | 18 | 0 |
| LUSCOM8 | 1284 | 0 | 62112 | 12084 | 14 | 25 | 37 | 68 |
| MAULE M4 | 161 | 0 | 8038 | 1541 | 63 | 18 | 442 | 153 |
| MAULE M5 | 443 | 0 | 38815 | 16696 | 349 | 62 | 2673 | 1292 |
| MAULE M6 | 69 | 0 | 6401 | 3085 | 58 | 11 | 469 | 615 |
| MCLISHFUNKB | 77 | 0 | 2373 | 669 | 20 | 11 | 55 | 44 |
| MEYERSOTW | 25 | 0 | 690 | 133 | 0 | 0 | 0 | 0 |
| MNCOLUP90 | 18 | 0 | 861 | 259 | 3 | 2 | 8 | 6 |
| MNMITEM18 | 93 | 0 | 3367 | 1155 | 7 | 9 | 11 | 13 |
| MOONEYM20 | 6011 | 0 | 587369 | 34251 | 4682 | 222 | 106045 | 19628 |
| MRCHTIS205 | 37 | 0 | 1913 | 505 | 14 | 5 | 217 | 159 |
| MTSBSIMU2 | 140 | 0 | 35369 | 13480 | 140 | 0 | 9528 | 2083 |
| MTSBSIMU300 | 77 | 0 | 10198 | 3493 | 75 | 5 | 3216 | 1202 |
| MULTECD16 | 14 | 0 | 600 | 144 | 10 | 3 | 98 | 56 |
| NAMER B25 | 9 | 0 | 565 | 186 | 7 | 3 | 15 | 7 |
| NAMER F51 | 94 | 0 | 4433 | 1343 | 11 | 10 | 114 | 105 |
| NAMER NA260 | 86 | 0 | 5727 | 998 | 12 | 7 | 87 | 52 |
| NAMER T6 | 468 | 0 | 21676 | 5853 | 62 | 50 | 861 | 708 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | DAY | | | | NIGHT | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| NATBAL752 | 31 | 0 | 1458 | 547 | 1 | 3 | 4 | 10 |
| NAVAL N3N | 61 | 0 | 2485 | 504 | 4 | 4 | 2 | 2 |
| NAVIONNAVION | 296 | 0 | 12291 | 2840 | 125 | 40 | 979 | 508 |
| NORD 3202 | 9 | 0 | 322 | 53 | 3 | 3 | 7 | 8 |
| NORD SV4 | 31 | 0 | 1809 | 259 | 0 | 0 | 0 | 0 |
| NORWST65 | 29 | 0 | 1063 | 179 | 1 | 1 | 62 | 64 |
| ORLHELH19 | 41 | 0 | 3773 | 1124 | 0 | 0 | 0 | 0 |
| PARTENP68 | 29 | 0 | 10575 | 2162 | 27 | 2 | 1107 | 302 |
| PICARDAX6 | 76 | 0 | 1464 | 470 | 3 | 4 | 3 | 5 |
| PILATSB4 | 24 | 0 | 2470 | 1095 | 0 | 0 | 0 | 0 |
| PIPER 600 | 341 | 29 | 46859 | 6427 | 336 | 30 | 24080 | 6345 |
| PIPER E2 | 3 | 0 | 35 | 13 | 0 | 0 | 0 | 0 |
| PIPER J2 | 29 | 0 | 1202 | 299 | 0 | 0 | 0 | 0 |
| PIPER J3 | 2543 | 0 | 168936 | 17709 | 177 | 79 | 1836 | 963 |
| PIPER J4 | 69 | 0 | 3264 | 792 | 2 | 2 | 0 | 0 |
| PIPER J5 | 213 | 0 | 10461 | 3378 | 12 | 11 | 100 | 93 |
| PIPER PA12 | 833 | 0 | 59658 | 6712 | 200 | 46 | 1391 | 654 |
| PIPER PA14 | 39 | 0 | 1163 | 770 | 0 | 0 | 0 | 0 |
| PIPER PA15 | 78 | 0 | 3196 | 631 | 0 | 0 | 0 | 0 |
| PIPER PA16 | 215 | 0 | 8932 | 1370 | 38 | 22 | 132 | 84 |
| PIPER PA17 | 37 | 0 | 1886 | 1145 | 7 | 6 | 115 | 125 |
| PIPER PA18 | 2974 | 0 | 408304 | 62096 | 943 | 203 | 21297 | 8915 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | DAY | | | | NIGHT | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| PIPER PA20 | 264 | 0 | 16437 | 2058 | 112 | 22 | 718 | 275 |
| PIPER PA22 | 3357 | 0 | 189137 | 21023 | 1283 | 183 | 13238 | 4548 |
| PIPER PA23 | 2553 | 0 | 292832 | 40464 | 1982 | 172 | 112033 | 28232 |
| PIPER PA24 | 2919 | 0 | 241576 | 23379 | 2114 | 178 | 23905 | 4322 |
| PIPER PA25 | 1035 | 0 | 218403 | 41244 | 0 | 0 | 0 | 0 |
| PIPER PA28 | 21792 | 0 | 2511688 | 134748 | 16191 | 492 | 359246 | 39206 |
| PIPER PA30 | 1117 | 0 | 101001 | 10812 | 821 | 93 | 22760 | 8563 |
| PIPER PA31 | 1995 | 0 | 476308 | 64675 | 1950 | 57 | 184146 | 36275 |
| PIPER PA31T | 597 | 0 | 90039 | 15555 | 529 | 48 | 23269 | 5560 |
| PIPER PA32 | 4069 | 0 | 491864 | 49371 | 3294 | 189 | 81519 | 16919 |
| PIPER PA34 | 1770 | 0 | 277856 | 36898 | 1483 | 105 | 117176 | 33658 |
| PIPER PA36 | 329 | 0 | 74008 | 10372 | 12 | 25 | 1126 | 2393 |
| PIPER PA38 | 1334 | 0 | 223159 | 35666 | 1049 | 95 | 14947 | 4086 |
| PIPER PA42 | 112 | 0 | 32234 | 5136 | 112 | 0 | 12608 | 3104 |
| PIPER PA44 | 327 | 0 | 138125 | 37348 | 319 | 13 | 17681 | 4334 |
| PIPER PA46 | 231 | 0 | 56877 | 9562 | 212 | 18 | 10110 | 2458 |
| PROPTJ200 | 37 | 0 | 3557 | 602 | 24 | 5 | 164 | 46 |
| RAVEN RX6 | 131 | 0 | 2248 | 285 | 0 | 0 | 0 | 0 |
| RAVEN S50 | 11 | 0 | 316 | 129 | 0 | 0 | 0 | 0 |
| RAVEN S55 | 618 | 0 | 23020 | 2691 | 0 | 0 | 0 | 0 |
| RAVEN S60 | 207 | 0 | 10789 | 1191 | 31 | 17 | 88 | 47 |
| RAVEN S66 | 32 | 0 | 1314 | 373 | 0 | 0 | 0 | 0 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | DAY | | | | NIGHT | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| RKWE1500 | 33 | 0 | 7690 | 1883 | 23 | 5 | 1512 | 656 |
| RKWE1700 | 24 | 0 | 3079 | 1021 | 19 | 4 | 334 | 118 |
| RKWE1NA265 | 295 | 0 | 119124 | 30904 | 291 | 9 | 39459 | 18183 |
| ROBS1NR22 | 243 | 0 | 68130 | 12978 | 111 | 33 | 3820 | 1510 |
| ROLSCHLS | 101 | 0 | 10336 | 1334 | 0 | 0 | 0 | 0 |
| RYAN ST3 | 84 | 0 | 3638 | 714 | 0 | 0 | 0 | 0 |
| RYAN STA | 21 | 0 | 620 | 377 | 0 | 0 | 0 | 0 |
| SAAB SF340 | 32 | 0 | 6972 | 1367 | 32 | 0 | 3236 | 746 |
| SCHLERASK21 | 33 | 0 | 4147 | 1321 | 0 | 0 | 0 | 0 |
| SCHLERASW15 | 37 | 0 | 1256 | 345 | 0 | 0 | 0 | 0 |
| SCHLERASW19 | 58 | 0 | 3100 | 589 | 0 | 0 | 0 | 0 |
| SCHLERASW20 | 97 | 0 | 7482 | 1592 | 0 | 0 | 0 | 0 |
| SCHLERK8 | 20 | 0 | 1278 | 571 | 0 | 0 | 0 | 0 |
| SCHLERKA6 | 69 | 0 | 3319 | 644 | 0 | 0 | 0 | 0 |
| SCWZERG164 | 180 | 0 | 40534 | 5437 | 0 | 0 | 0 | 0 |
| SCWZERSG1 | 603 | 0 | 29636 | 4007 | 0 | 0 | 0 | 0 |
| SCWZERSG2 | 299 | 0 | 36068 | 8486 | 0 | 0 | 0 | 0 |
| SEMCO CLNGER | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| SEMCO MODEL T | 3 | 0 | 377 | 0 | 3 | 0 | 42 | 0 |
| SKRSKYS55 | 10 | 0 | 362 | 210 | 2 | 3 | 25 | 26 |
| SKRSKYS58 | 40 | 0 | 4271 | 964 | 35 | 7 | 778 | 727 |
| SKRSKYS58T | 24 | 0 | 5587 | 3126 | 16 | 6 | 2720 | 1546 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | DAY | | | | NIGHT | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| SKRSKYS61 | 8 | 0 | 719 | 0 | 8 | 0 | 38 | 0 |
| SKRSKYS76 | 146 | 0 | 39972 | 13265 | 94 | 26 | 10444 | 6047 |
| SLINDS100 | 259 | 0 | 11607 | 2346 | 97 | 29 | 391 | 215 |
| SMITH 600 | 345 | 27 | 36117 | 7693 | 350 | 25 | 16532 | 5613 |
| SNIAS 350 | 244 | 0 | 102797 | 27430 | 202 | 37 | 17247 | 5921 |
| SNIAS SA341 | 16 | 0 | 1665 | 1528 | 16 | 0 | 64 | 1 |
| SOCATAMS894 | 20 | 0 | 1424 | 387 | 5 | 3 | 49 | 27 |
| SOCATARALLYE | 19 | 0 | 1894 | 224 | 17 | 2 | 139 | 35 |
| SOCATATB10 | 52 | 0 | 5301 | 1029 | 49 | 7 | 618 | 238 |
| SOCATATB20 | 86 | 0 | 11051 | 2520 | 72 | 11 | 1970 | 622 |
| SPRTHCIRRIUS | 86 | 0 | 5937 | 850 | 7 | 4 | 46 | 29 |
| SPRTHNIMBUS | 52 | 0 | 4165 | 913 | 0 | 0 | 0 | 0 |
| SPRTHVENTUS | 50 | 0 | 6076 | 687 | 0 | 0 | 0 | 0 |
| STNSON10 | 35 | 0 | 1940 | 366 | 7 | 4 | 24 | 14 |
| STNSONL5 | 15 | 0 | 549 | 146 | 2 | 2 | 3 | 3 |
| STNSONSR9 | 5 | 0 | 139 | 97 | 1 | 1 | 6 | 6 |
| STNSONV77 | 39 | 0 | 606 | 292 | 6 | 7 | 64 | 78 |
| STOLAMRC3 | 100 | 0 | 3973 | 1609 | 3 | 7 | 9 | 23 |
| SUPAC LA | 21 | 0 | 694 | 149 | 0 | 0 | 0 | 0 |
| SUPAC V | 8 | 0 | 84 | 5 | 0 | 0 | 0 | 0 |
| SWRNGNSA226 | 230 | 0 | 199221 | 18769 | 230 | 0 | 62502 | 4550 |
| SWRNGNSA227 | 118 | 0 | 126994 | 22318 | 118 | 0 | 32455 | 5222 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | DAY | | | | NIGHT | | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|----------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR |
| SWRNGNSA26 | 94 | 0 | 16165 | 3697 | 94 | 0 | 2271 | 898 |
| TCRAFK21 | 20 | 0 | 1448 | 314 | 3 | 2 | 50 | 35 |
| TCRAFKD | 159 | 0 | 10721 | 2464 | 0 | 0 | 0 | 0 |
| TCRAFTA | 17 | 0 | 444 | 150 | 0 | 0 | 0 | 0 |
| TCRAFTBC | 988 | 0 | 55633 | 9147 | 6 | 18 | 9 | 24 |
| TCRAFTBF | 29 | 0 | 1512 | 335 | 0 | 0 | 0 | 0 |
| TCRAFTBL | 91 | 0 | 3640 | 676 | 2 | 4 | 8 | 14 |
| TEMCO 11A | 22 | 0 | 690 | 78 | 11 | 3 | 86 | 31 |
| TH55 | 12 | 0 | 1393 | 264 | 5 | 2 | 12 | 8 |
| THUNDRAX7 | 57 | 0 | 1161 | 750 | 0 | 0 | 0 | 0 |
| TMPSONNAVION | 472 | 0 | 34404 | 6843 | 236 | 56 | 2980 | 1230 |
| TRYTEK65 | 132 | 0 | 4917 | 2094 | 4 | 7 | 1 | 2 |
| TRYTEKK | 3 | 0 | 363 | 0 | 0 | 0 | 0 | 0 |
| UNIVACGC1 | 503 | 0 | 23794 | 5283 | 138 | 50 | 1644 | 747 |
| UNIVAR108 | 1114 | 0 | 55671 | 7889 | 332 | 67 | 2229 | 629 |
| UNIVAR415 | 1047 | 0 | 57367 | 9548 | 249 | 74 | 2241 | 1085 |
| VARGA 2150 | 126 | 0 | 11228 | 3500 | 40 | 17 | 482 | 252 |
| WACO ASO | 7 | 0 | 350 | 100 | 0 | 0 | 0 | 0 |
| WACO GXE | 16 | 0 | 252 | 111 | 0 | 0 | 0 | 0 |
| WACO R | 10 | 0 | 98 | 41 | 1 | 1 | 2 | 3 |
| WACO UPF7 | 72 | 0 | 3256 | 1149 | 4 | 5 | 2 | 3 |
| WACO YK | 19 | 0 | 546 | 144 | 0 | 0 | 0 | 0 |

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | DAY | | | NIGHT | | |
|------------------------------|------------------------------|--------------|----------------|--------------|------------------------------|--------------|
| | NUMBER ACTIVE AIRCRAFT | STD ERROR | HOURS FLOWN | STD ERROR | NUMBER ACTIVE AIRCRAFT | STD ERROR |
| WSK M18 | 45 | 0 | 16265 | 2433 | 6 | 5 |
| WTHRLY201 | 59 | 0 | 11995 | 1235 | 9 | 4 |
| TOTALS | 219822 | 65 | 29347992 | 462833 | 130557 | 1396 |
| | | | | | | 4477209 |
| | | | | | | 143874 |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

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| AIRCRAFT TYPE | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | |
|----------------------|--------------------|-----------|-----------|-----------|-----------------------|----------------|-------------|------------------------------|--------------|----------------|------|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTT ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS |
| FIXED WING | | | | | | | | | | | | |
| FIXED WING - PISTON | | | | | | | | | | | | |
| 1 ENG: 1-3 SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 34329 | 26243 | 11065 | 28273 | 28716 | 5364 | 58359 | 14215 | 9191 | 8000 | 378 | 71311 |
| % STANDARD ERROR | 2.8 | 3.7 | 6.1 | 2.8 | 3.0 | 9.6 | 1.5 | 5.4 | 6.9 | 7.5 | 37.8 | 1.1 |
| % WITH CAPABILITY | 39.4 | 30.1 | 12.7 | 32.5 | 33.0 | 6.2 | 67.0 | 16.3 | 10.6 | 9.2 | 0.4 | 81.9 |
| 1 ENG: 4+ SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 46757 | 79599 | 87702 | 3421 | 106551 | 56093 | 14979 | 91313 | 85879 | 78783 | 621 | 27674 |
| % STANDARD ERROR | 2.5 | 1.4 | 1.1 | 10.0 | 0.6 | 2.0 | 4.4 | 1.0 | 1.1 | 1.3 | 29.3 | 3.3 |
| % WITH CAPABILITY | 38.5 | 65.5 | 72.2 | 2.8 | 87.7 | 46.2 | 12.3 | 75.1 | 70.7 | 64.8 | 0.5 | 22.8 |
| 1 ENGINE: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 81086 | 105841 | 98768 | 31694 | 135268 | 61457 | 73337 | 105528 | 95070 | 86783 | 999 | 98985 |
| % STANDARD ERROR | 1.9 | 1.4 | 1.2 | 2.7 | 0.8 | 2.0 | 1.5 | 1.1 | 1.2 | 1.4 | 23.1 | 1.2 |
| % WITH CAPABILITY | 38.9 | 50.7 | 47.3 | 15.2 | 64.8 | 29.5 | 35.2 | 50.6 | 45.6 | 41.6 | 0.5 | 47.5 |
| 2 ENG: 1-6 SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 5154 | 14408 | 16057 | 243 | 17985 | 15760 | 559 | 17933 | 17786 | 17260 | 74 | 554 |
| % STANDARD ERROR | 8.3 | 2.8 | 2.0 | 39.2 | 0.7 | 2.1 | 23.2 | 0.7 | 0.9 | 1.3 | * | 21.4 |
| % WITH CAPABILITY | 27.8 | 77.7 | 86.6 | 1.3 | 97.0 | 85.0 | 3.0 | 96.7 | 95.9 | 93.1 | 0.4 | 3.0 |
| 2 ENG: 7+ SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1663 | 7792 | 7873 | 481 | 9142 | 7983 | 583 | 8966 | 9002 | 8586 | 80 | 644 |
| % STANDARD ERROR | 13.9 | 3.1 | 3.2 | 26.4 | 1.3 | 2.6 | 20.6 | 1.6 | 1.5 | 2.1 | * | 19.7 |
| % WITH CAPABILITY | 17.1 | 80.1 | 81.0 | 4.9 | 94.0 | 82.1 | 6.0 | 92.2 | 92.6 | 88.3 | 0.8 | 6.6 |
| 2 ENGINE: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 6817 | 22200 | 23930 | 724 | 27127 | 23743 | 1142 | 26899 | 26788 | 25846 | 154 | 1198 |
| % STANDARD ERROR | 7.1 | 2.1 | 1.7 | 21.9 | 0.7 | 1.7 | 15.5 | 0.7 | 0.8 | 1.1 | 46.2 | 14.5 |
| % WITH CAPABILITY | 24.1 | 78.5 | 84.7 | 2.6 | 96.0 | 84.0 | 4.0 | 95.2 | 94.8 | 91.4 | 0.5 | 4.2 |
| PISTON: OTHER | | | | | | | | | | | | |
| ESTIMATED POPULATION | 72 | 211 | 190 | 53 | 258 | 178 | 78 | 242 | 203 | 218 | 0 | 94 |
| % STANDARD ERROR | 46.9 | 17.1 | 18.8 | 35.3 | 7.8 | 14.6 | 25.7 | 8.2 | 13.4 | 11.6 | 0.0 | 21.1 |
| % WITH CAPABILITY | 21.4 | 62.8 | 56.6 | 15.8 | 76.8 | 53.1 | 23.2 | 71.9 | 60.4 | 64.9 | 0.0 | 28.1 |
| PISTON: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 87975 | 128252 | 122888 | 32472 | 162652 | 85379 | 74557 | 132669 | 122061 | 112847 | 1152 | 100277 |
| % STANDARD ERROR | 1.8 | 1.2 | 1.0 | 2.7 | 0.7 | 1.5 | 1.5 | 0.9 | 1.0 | 1.1 | 21.0 | 1.2 |
| % WITH CAPABILITY | 37.1 | 54.1 | 51.8 | 13.7 | 68.6 | 36.0 | 31.4 | 55.9 | 51.5 | 47.6 | 0.5 | 42.3 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

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| AIRCRAFT TYPE | VHF COMMUNICATIONS | | | TRANSPONDER EQUIPMENT | | | | PRECISION APPROACH EQUIPMENT | | | | |
|------------------------|--------------------|-----------|-----------|-----------------------|--------------|-----------------|-------------|------------------------------|---------------|----------------|------|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4086 CODE | ALTIT ENCODE | NO TRANS | LOCAL | MRKR BECON | GLIDE SLOPE | MLS | NO ILS |
| FIXED WING - TURBOPROP | | | | | | | | | | | | |
| 2 ENG: 1-12 SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 723 | 4684 | 4463 | 3 | 5079 | 4731 | 55 | 5047 | 5106 | 5018 | 94 | 28 |
| % STANDARD ERROR | 20.7 | 2.4 | 2.9 | * | 0.9 | 2.5 | * | 0.9 | 0.3 | 1.1 | 49.4 | * |
| % WITH CAPABILITY | 14.1 | 91.2 | 86.9 | 0.1 | 98.9 | 92.1 | 1.1 | 98.3 | 99.5 | 97.7 | 1.8 | 0.5 |
| 2 ENG: 13+ SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 93 | 1119 | 1157 | 10 | 1186 | 1110 | 10 | 1178 | 1178 | 1145 | 83 | 18 |
| % STANDARD ERROR | * | 3.8 | 1.6 | * | 0.9 | 3.9 | * | 1.7 | 1.7 | 3.0 | 47.8 | * |
| % WITH CAPABILITY | 7.7 | 93.5 | 96.7 | 0.8 | 99.2 | 92.8 | 0.8 | 98.5 | 98.5 | 95.8 | 7.0 | 1.5 |
| 2 ENGINE: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 816 | 5803 | 5619 | 13 | 6265 | 5840 | 65 | 6225 | 6284 | 6163 | 177 | 46 |
| % STANDARD ERROR | 19.3 | 2.1 | 2.3 | * | 0.8 | 2.1 | * | 0.8 | 0.4 | 1.0 | 34.5 | * |
| % WITH CAPABILITY | 12.9 | 91.7 | 88.8 | 0.2 | 99.0 | 92.3 | 1.0 | 98.3 | 99.3 | 97.4 | 2.8 | 0.7 |
| TURBOPROP: OTHER | | | | | | | | | | | | |
| ESTIMATED POPULATION | 87 | 193 | 87 | 22 | 222 | 139 | 80 | 222 | 219 | 222 | 0 | 80 |
| % STANDARD ERROR | 49.3 | 23.6 | 40.2 | * | 0.0 | 30.5 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 | 0.0 |
| % WITH CAPABILITY | 28.9 | 63.9 | 28.9 | 7.2 | 73.5 | 45.9 | 26.5 | 73.5 | 72.6 | 73.5 | 0.0 | 26.5 |
| TURBOPROP: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 903 | 5996 | 5707 | 34 | 6487 | 5979 | 145 | 6447 | 6504 | 6385 | 177 | 126 |
| % STANDARD ERROR | 18.1 | 2.2 | 2.4 | * | 0.7 | 2.2 | 33.0 | 0.7 | 0.4 | 1.0 | 34.5 | 21.0 |
| % WITH CAPABILITY | 13.6 | 90.4 | 86.0 | 0.5 | 97.8 | 90.2 | 2.2 | 97.2 | 98.1 | 96.3 | 2.7 | 1.9 |
| FIXED WING - TURBOJET | | | | | | | | | | | | |
| 2 ENGINE TURBOJET | | | | | | | | | | | | |
| ESTIMATED POPULATION | 394 | 4182 | 4007 | 18 | 4186 | 4069 | 103 | 4266 | 4239 | 4161 | 100 | 17 |
| % STANDARD ERROR | 23.0 | 1.1 | 1.8 | * | 0.8 | 1.4 | 34.2 | 0.4 | 0.6 | 1.3 | 43.3 | * |
| % WITH CAPABILITY | 9.2 | 97.5 | 93.4 | 0.4 | 97.6 | 94.9 | 2.4 | 99.5 | 98.8 | 97.0 | 2.3 | 0.4 |
| TURBOJET: OTHER | | | | | | | | | | | | |
| ESTIMATED POPULATION | 38 | 526 | 496 | 111 | 561 | 531 | 111 | 559 | 519 | 538 | 13 | 113 |
| % STANDARD ERROR | * | 13.3 | 15.1 | * | 11.5 | 12.5 | * | 11.4 | 13.3 | 13.0 | * | * |
| % WITH CAPABILITY | 5.7 | 78.3 | 73.9 | 16.5 | 83.5 | 79.1 | 16.5 | 83.2 | 77.2 | 80.0 | 1.9 | 16.8 |
| TURBOJET: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 432 | 4708 | 4504 | 129 | 4748 | 4601 | 213 | 4825 | 4758 | 4698 | 113 | 131 |
| % STANDARD ERROR | 22.6 | 1.8 | 2.3 | * | 1.5 | 1.9 | 34.5 | 1.4 | 1.6 | 1.9 | 39.5 | 50.0 |
| % WITH CAPABILITY | 8.7 | 94.9 | 90.8 | 2.6 | 95.7 | 92.7 | 4.3 | 97.3 | 95.9 | 94.7 | 2.3 | 2.6 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

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| AIRCRAFT TYPE | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | | |
|----------------------|--------------------|-----------|-----------|-----------|-----------------------|----------------|-------------|------------------------------|--------------|----------------|------|-----------|--|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTT ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS | |
| FIXED WING: TOTAL | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 89310 | 138956 | 133098 | 32635 | 173887 | 95958 | 74916 | 143941 | 133322 | 123930 | 1443 | 100533 | |
| % STANDARD ERROR | 1.8 | 1.1 | 1.0 | 2.7 | 0.6 | 1.4 | 1.5 | 0.9 | 0.9 | 1.0 | 17.6 | 1.2 | |
| % WITH CAPABILITY | 35.9 | 55.8 | 53.5 | 13.1 | 69.9 | 38.6 | 30.1 | 57.9 | 53.6 | 49.8 | 0.6 | 40.4 | |
| ROTORCRAFT | | | | | | | | | | | | | |
| PISTON | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1468 | 1414 | 276 | 2694 | 1179 | 268 | 4387 | 63 | 46 | 29 | 23 | 5466 | |
| % STANDARD ERROR | 10.7 | 11.7 | 32.8 | 6.2 | 11.7 | 34.4 | 3.1 | * | * | * | * | 0.9 | |
| % WITH CAPABILITY | 26.4 | 25.4 | 5.0 | 48.4 | 21.2 | 4.8 | 78.8 | 1.1 | 0.8 | 0.5 | 0.4 | 98.2 | |
| TURBINE | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 949 | 3889 | 2466 | 64 | 4099 | 2237 | 759 | 2009 | 1547 | 1697 | 50 | 2819 | |
| % STANDARD ERROR | 15.5 | 3.8 | 7.4 | 43.7 | 3.5 | 8.3 | 18.9 | 8.7 | 10.1 | 9.6 | * | 6.2 | |
| % WITH CAPABILITY | 19.5 | 80.1 | 50.8 | 1.3 | 84.4 | 46.0 | 15.6 | 41.4 | 31.8 | 34.9 | 1.0 | 58.0 | |
| ROTORCRAFT: TOTAL | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 2417 | 5304 | 2743 | 2757 | 5278 | 2505 | 5146 | 2072 | 1593 | 1726 | 73 | 8285 | |
| % STANDARD ERROR | 8.9 | 4.2 | 7.5 | 6.1 | 3.8 | 8.3 | 3.9 | 8.6 | 10.1 | 9.6 | * | 2.2 | |
| % WITH CAPABILITY | 23.2 | 50.9 | 26.3 | 26.5 | 50.6 | 24.0 | 49.4 | 19.9 | 15.3 | 16.6 | 0.7 | 79.5 | |
| OTHER | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 2547 | 2284 | 372 | 4514 | 458 | 271 | 8851 | 54 | 37 | 147 | 123 | 9046 | |
| % STANDARD ERROR | 7.6 | 9.5 | 29.4 | 5.2 | 25.1 | 36.5 | 1.3 | 42.3 | * | * | 38.8 | 1.2 | |
| % WITH CAPABILITY | 27.4 | 24.5 | 4.0 | 48.5 | 4.9 | 2.9 | 95.1 | 0.6 | 0.4 | 1.6 | 1.3 | 97.2 | |
| TOTAL | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 94274 | 146544 | 136213 | 39907 | 179623 | 98734 | 88913 | 146067 | 134952 | 125804 | 1639 | 117864 | |
| % STANDARD ERROR | 1.7 | 1.1 | 1.0 | 2.3 | 0.6 | 1.4 | 1.3 | 0.8 | 0.9 | 1.0 | 16.1 | 1.0 | |
| % WITH CAPABILITY | 35.1 | 54.6 | 50.7 | 14.9 | 66.9 | 36.8 | 33.1 | 54.4 | 50.3 | 46.8 | 0.6 | 43.9 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

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| AIRCRAFT TYPE | VOR NAVIGATION EQUIPMENT | | | | LONG RANGE NAV EQUIP | | | | OTHER NAVIGATION EQUIP | | | |
|----------------------|--------------------------|--------------|-----------|--------|----------------------|-------|-------|-------|------------------------|-------|------------------|--------------|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHER LRNAV | ALTIM | WEATHER RADAR | NO NAV EQ |
| FIXED WING | | | | | | | | | | | | |
| FIXED WING - PISTON | | | | | | | | | | | | |
| 1 ENG: 1-3 SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 27492 | 24468 | 11578 | 9538 | 2614 | 600 | 5416 | 79 | 93 | 158 | 196 | 38459 |
| % STANDARD ERROR | 3.3 | 3.7 | 5.8 | 6.8 | 13.8 | 31.9 | 9.6 | * | * | 49.4 | * | 2.1 |
| % WITH CAPABILITY | 31.6 | 28.1 | 13.3 | 11.0 | 3.0 | 0.7 | 6.2 | 0.1 | 0.1 | 0.2 | 0.2 | 41.9 |
| 1 ENG: 4+ SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 40251 | 84841 | 93671 | 85724 | 51928 | 14633 | 24530 | 153 | 301 | 3495 | 3721 | 3810 |
| % STANDARD ERROR | 2.9 | 1.3 | 1.0 | 1.2 | 2.1 | 5.2 | 4.0 | * | 40.3 | 11.6 | 11.0 | 9.1 |
| % WITH CAPABILITY | 33.1 | 69.8 | 77.1 | 70.5 | 42.7 | 12.0 | 20.2 | 0.1 | 0.2 | 2.9 | 3.1 | 3.0 |
| 1 ENGINE: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 67744 | 109309 | 105249 | 95261 | 54542 | 15233 | 29946 | 232 | 393 | 3653 | 3917 | 40069 |
| % STANDARD ERROR | 2.2 | 1.3 | 1.1 | 1.3 | 2.1 | 5.1 | 3.7 | 47.1 | 34.8 | 11.3 | 10.7 | 2.1 |
| % WITH CAPABILITY | 32.5 | 52.4 | 50.5 | 45.7 | 26.1 | 7.3 | 14.4 | 0.1 | 0.2 | 1.8 | 1.9 | 19.2 |
| 2 ENG: 1-6 SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 3719 | 15610 | 17579 | 17342 | 15894 | 6955 | 5041 | 10 | 84 | 4237 | 6621 | 309 |
| % STANDARD ERROR | 10.3 | 2.2 | 1.0 | 1.3 | 2.0 | 6.4 | 8.5 | * | * | 8.8 | 5.9 | 31.8 |
| % WITH CAPABILITY | 20.1 | 84.2 | 94.8 | 93.5 | 85.7 | 37.5 | 27.2 | 0.1 | 0.5 | 22.8 | 35.7 | 1.7 |
| 2 ENG: 7+ SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1751 | 7904 | 8867 | 8722 | 8334 | 4520 | 2603 | 68 | 125 | 3140 | 4880 | 498 |
| % STANDARD ERROR | 13.9 | 2.9 | 1.7 | 1.6 | 1.8 | 6.1 | 10.8 | 48.8 | 46.0 | 7.3 | 5.2 | 23.8 |
| % WITH CAPABILITY | 18.0 | 81.3 | 91.2 | 89.7 | 85.7 | 46.5 | 26.8 | 0.7 | 1.3 | 32.3 | 50.2 | 5.1 |
| 2 ENGINE: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 5470 | 23514 | 26446 | 26065 | 24229 | 11474 | 7645 | 78 | 209 | 7376 | 11501 | 807 |
| % STANDARD ERROR | 8.3 | 1.7 | 0.9 | 1.0 | 1.5 | 4.5 | 6.7 | 45.3 | 39.4 | 5.9 | 4.0 | 19.1 |
| % WITH CAPABILITY | 19.3 | 83.2 | 93.6 | 92.2 | 85.7 | 40.6 | 27.0 | 0.3 | 0.7 | 26.1 | 40.7 | 2.9 |
| PISTON: OTHER | | | | | | | | | | | | |
| ESTIMATED POPULATION | 55 | 270 | 237 | 215 | 154 | 68 | 203 | 47 | 0 | 119 | 76 | 53 |
| % STANDARD ERROR | * | 7.3 | 8.3 | 12.7 | 14.3 | 49.6 | 9.0 | * | 0.0 | 16.1 | 47.1 | 35.3 |
| % WITH CAPABILITY | 16.5 | 80.5 | 70.7 | 64.1 | 45.8 | 20.3 | 60.6 | 13.8 | 0.0 | 35.3 | 22.5 | 15.8 |
| PISTON: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 73269 | 133094 | 131933 | 121542 | 78925 | 26776 | 37794 | 356 | 603 | 11148 | 15494 | 40929 |
| % STANDARD ERROR | 2.1 | 1.1 | 0.9 | 1.0 | 1.5 | 3.5 | 3.3 | 33.4 | 26.5 | 5.4 | 4.1 | 2.1 |
| % WITH CAPABILITY | 30.9 | 56.1 | 55.6 | 51.2 | 33.3 | 11.3 | 15.9 | 0.2 | 0.3 | 4.7 | 6.5 | 17.3 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT

BY

AIRCRAFT TYPE

1986

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| AIRCRAFT TYPE | VOR NAVIGATION EQUIPMENT | | | | | LONG RANGE NAV EQUIP | | | | OTHER NAVIGATION EQUIP | | | |
|------------------------|--------------------------|--------------|-----------|------|------|----------------------|-------|-------|---------------|------------------------|------------------|--------------|--|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHR LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ | |
| FIXED WING - TURBOPROP | | | | | | | | | | | | | |
| 2 ENG: 1-12 SEATS | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 757 | 4658 | 5006 | 5063 | 5122 | 3880 | 1607 | 701 | 189 | 4462 | 4599 | 0 | |
| % STANDARD ERROR | 19.3 | 2.4 | 1.2 | 0.8 | 0.2 | 4.2 | 11.2 | 15.7 | 34.1 | 2.8 | 2.4 | 0.0 | |
| % WITH CAPABILITY | 14.7 | 90.7 | 97.5 | 98.6 | 99.8 | 75.6 | 31.3 | 13.7 | 3.7 | 86.9 | 89.6 | 0.0 | |
| 2 ENG: 13+ SEATS | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 57 | 1142 | 1180 | 1184 | 1176 | 329 | 93 | 117 | 29 | 464 | 987 | 10 | |
| % STANDARD ERROR | 2.5 | 2.5 | 1.1 | 1.0 | 1.7 | 19.3 | 37.0 | 17.8 | * | 13.6 | 6.5 | * | |
| % WITH CAPABILITY | 4.8 | 95.5 | 98.7 | 99.0 | 98.3 | 27.5 | 7.8 | 9.8 | 2.4 | 38.8 | 82.5 | 0.8 | |
| 2 ENGINE: TOTAL | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 814 | 5800 | 6186 | 6247 | 6298 | 4209 | 1699 | 818 | 218 | 4926 | 5586 | 10 | |
| % STANDARD ERROR | 18.3 | 2.0 | 1.0 | 0.7 | 0.4 | 4.2 | 10.7 | 13.7 | 31.1 | 2.8 | 2.3 | * | |
| % WITH CAPABILITY | 12.9 | 91.6 | 97.7 | 98.7 | 99.5 | 66.5 | 26.8 | 12.9 | 3.4 | 77.8 | 88.2 | 0.2 | |
| TURBOPROP: OTHER | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 0 | 246 | 219 | 222 | 219 | 4 | 15 | 20 | 19 | 158 | 129 | 56 | |
| % STANDARD ERROR | 0.0 | 6.8 | 5.7 | 0.0 | 5.7 | * | * | * | * | 13.1 | 31.0 | 29.7 | |
| % WITH CAPABILITY | 0.0 | 81.4 | 72.6 | 73.5 | 72.6 | 1.3 | 5.1 | 6.8 | 6.3 | 52.2 | 42.8 | 18.6 | |
| TURBOPROP: TOTAL | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 814 | 6046 | 6405 | 6469 | 6517 | 4213 | 1715 | 839 | 237 | 5084 | 5715 | 66 | |
| % STANDARD ERROR | 18.3 | 2.0 | 1.0 | 0.7 | 0.4 | 4.2 | 10.7 | 13.9 | 31.4 | 2.8 | 2.3 | 29.9 | |
| % WITH CAPABILITY | 12.3 | 91.2 | 96.6 | 97.5 | 98.3 | 63.5 | 25.9 | 12.6 | 3.6 | 76.7 | 86.2 | 1.0 | |
| FIXED WING - TURBOJET | | | | | | | | | | | | | |
| 2 ENGINE TURBOJET | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 394 | 4035 | 4167 | 4222 | 4215 | 2291 | 920 | 2337 | 667 | 4086 | 3850 | 3 | |
| % STANDARD ERROR | 20.8 | 1.7 | 1.2 | 0.8 | 0.7 | 5.7 | 14.1 | 5.9 | 12.4 | 1.4 | 2.6 | * | |
| % WITH CAPABILITY | 9.2 | 94.1 | 97.2 | 98.4 | 98.3 | 53.4 | 21.4 | 54.5 | 15.5 | 95.3 | 89.8 | 0.1 | |
| TURBOJET: OTHER | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 26 | 511 | 519 | 515 | 493 | 200 | 20 | 245 | 193 | 282 | 281 | 113 | |
| % STANDARD ERROR | * | 13.5 | 13.7 | 14.3 | 14.1 | 19.2 | * | 21.3 | 22.8 | 18.4 | 18.1 | * | |
| % WITH CAPABILITY | 3.9 | 76.0 | 77.2 | 76.6 | 73.3 | 29.8 | 3.0 | 36.4 | 28.7 | 42.0 | 41.9 | 16.8 | |
| TURBOJET: TOTAL | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 420 | 4545 | 4686 | 4737 | 4708 | 2491 | 940 | 2582 | 860 | 4369 | 4132 | 116 | |
| % STANDARD ERROR | 20.9 | 2.1 | 1.8 | 1.7 | 1.6 | 5.4 | 13.9 | 5.7 | 10.9 | 1.7 | 2.7 | * | |
| % WITH CAPABILITY | 8.5 | 91.6 | 94.5 | 95.5 | 94.9 | 50.2 | 19.0 | 52.0 | 17.3 | 88.1 | 83.3 | 2.3 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT

BY
AIRCRAFT TYPE
1986

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| AIRCRAFT TYPE | VOR NAVIGATION EQUIPMENT | | | | | LONG RANGE NAV EQUIP | | | | OTHER NAVIGATION EQUIP | | | |
|----------------------|--------------------------|--------------|-----------|--------|-------|----------------------|-------|-------|---------------|------------------------|------------------|--------------|--|
| | VOR 100CH | VOR 200CH | VOR 2+ | ADF | DME | RNAV | LORAN | OMEGA | OTHR LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ | |
| FIXED WING: TOTAL | 74503 | 143684 | 143024 | 132747 | 90150 | 33480 | 40449 | 3777 | 1700 | 20600 | 25341 | 41111 | |
| ESTIMATED POPULATION | 2.1 | 1.0 | 0.8 | 0.9 | 1.3 | 2.9 | 3.1 | 5.9 | 11.8 | 3.0 | 2.6 | 2.1 | |
| % STANDARD ERROR | 29.9 | 57.8 | 57.5 | 53.4 | 36.2 | 13.5 | 16.3 | 1.5 | 0.7 | 8.3 | 10.2 | 16.5 | |
| % WITH CAPABILITY | | | | | | | | | | | | | |
| ROTORCRAFT | | | | | | | | | | | | | |
| PISTON | 415 | 217 | 32 | 210 | 15 | 23 | 227 | 6 | 6 | 15 | 22 | 4627 | |
| ESTIMATED POPULATION | 22.6 | 30.7 | * | 29.8 | * | * | 30.2 | * | * | * | * | 2.6 | |
| % STANDARD ERROR | 7.5 | 3.9 | 0.6 | 3.8 | 0.3 | 0.4 | 4.1 | 0.1 | 0.1 | 0.3 | 0.4 | 83.1 | |
| % WITH CAPABILITY | | | | | | | | | | | | | |
| TURBINE | 1293 | 2316 | 1664 | 3346 | 1807 | 1079 | 2484 | 59 | 21 | 1223 | 613 | 378 | |
| ESTIMATED POPULATION | 13.4 | 7.9 | 9.7 | 5.2 | 9.3 | 13.6 | 7.3 | * | * | 10.3 | 13.5 | 24.0 | |
| % STANDARD ERROR | 26.6 | 47.7 | 34.3 | 68.9 | 37.2 | 22.2 | 51.1 | 1.2 | 0.4 | 25.2 | 12.6 | 7.8 | |
| % WITH CAPABILITY | | | | | | | | | | | | | |
| ROTORCRAFT: TOTAL | 1708 | 2533 | 1696 | 3556 | 1822 | 1102 | 2711 | 65 | 27 | 1238 | 635 | 5005 | |
| ESTIMATED POPULATION | 11.6 | 7.7 | 9.6 | 5.2 | 9.3 | 13.5 | 7.2 | * | * | 10.3 | 13.8 | 3.0 | |
| % STANDARD ERROR | 16.4 | 24.3 | 16.3 | 34.1 | 17.5 | 10.6 | 26.0 | 0.6 | 0.3 | 11.9 | 6.1 | 48.0 | |
| % WITH CAPABILITY | | | | | | | | | | | | | |
| OTHER | 191 | 287 | 114 | 48 | 39 | 32 | 89 | 25 | 29 | 25 | 101 | 8806 | |
| ESTIMATED POPULATION | 36.5 | 32.4 | * | 46.5 | 49.1 | 47.8 | 48.3 | * | 48.8 | * | 42.6 | 1.3 | |
| % STANDARD ERROR | 2.1 | 3.1 | 1.2 | 0.5 | 0.4 | 0.3 | 1.0 | 0.3 | 0.3 | 0.3 | 1.1 | 94.6 | |
| % WITH CAPABILITY | | | | | | | | | | | | | |
| TOTAL | 76402 | 146504 | 144834 | 136350 | 92011 | 34614 | 43249 | 3866 | 1756 | 21863 | 26077 | 54922 | |
| ESTIMATED POPULATION | 2.0 | 1.0 | 0.8 | 0.9 | 1.3 | 2.8 | 2.9 | 5.8 | 11.5 | 2.9 | 2.5 | 1.6 | |
| % STANDARD ERROR | 28.5 | 54.6 | 53.9 | 50.8 | 34.3 | 12.9 | 16.1 | 1.4 | 0.7 | 8.1 | 9.7 | 20.5 | |
| % WITH CAPABILITY | | | | | | | | | | | | | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 15
GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

| AIRCRAFT TYPE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | | | AUTO LAND | NO EQUIP |
|----------------------|--------------------------------|-------|------|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-------------|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | 3 AXIS AUTPLT | 3 AXIS AUTPLT | 3 AXIS AUTPLT | | |
| 1 ENG: 1-3 SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 975 | 3566 | 142 | 33 | 976 | 623 | 138 | | | 194 | 81688 | |
| % STANDARD ERROR | 23.8 | 12.5 | * | * | 23.5 | 30.6 | * | | | * | 0.7 | |
| % WITH CAPABILITY | 1.1 | 4.1 | 0.2 | 0.0 | 1.1 | 0.7 | 0.2 | | | 0.2 | 93.8 | |
| 1 ENG: 4+ SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 8548 | 21054 | 1401 | 885 | 12857 | 28074 | 15995 | | | 691 | 57541 | |
| % STANDARD ERROR | 6.8 | 4.3 | 18.9 | 23.5 | 5.7 | 3.4 | 4.5 | | | 27.6 | 1.8 | |
| % WITH CAPABILITY | 7.0 | 17.3 | 1.2 | 0.7 | 10.6 | 23.1 | 13.2 | | | 0.6 | 47.3 | |
| 1 ENGINE: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 9522 | 24620 | 1543 | 918 | 13833 | 28697 | 16133 | | | 885 | 139229 | |
| % STANDARD ERROR | 6.6 | 4.1 | 18.1 | 23.0 | 5.6 | 3.4 | 4.5 | | | 24.2 | 0.8 | |
| % WITH CAPABILITY | 4.6 | 11.8 | 0.7 | 0.4 | 6.6 | 13.8 | 7.7 | | | 0.4 | 66.7 | |
| 2 ENG: 1-6 SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 5407 | 9270 | 330 | 343 | 1119 | 1721 | 13147 | | | 280 | 1674 | |
| % STANDARD ERROR | 7.0 | 4.7 | 38.1 | 36.2 | 20.4 | 16.4 | 3.1 | | | 44.3 | 14.6 | |
| % WITH CAPABILITY | 29.2 | 50.0 | 1.8 | 1.8 | 6.0 | 9.3 | 70.9 | | | 1.5 | 9.0 | |
| 2 ENG: 7+ SEATS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 3993 | 5544 | 194 | 415 | 176 | 190 | 7049 | | | 162 | 1618 | |
| % STANDARD ERROR | 6.3 | 4.6 | 46.4 | 31.1 | 46.9 | 48.3 | 2.9 | | | 49.6 | 9.4 | |
| % WITH CAPABILITY | 41.1 | 57.0 | 2.0 | 4.3 | 1.8 | 2.0 | 72.5 | | | 1.7 | 16.6 | |
| 2 ENGINE: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 9400 | 14814 | 524 | 757 | 1295 | 1911 | 20197 | | | 443 | 3292 | |
| % STANDARD ERROR | 4.8 | 3.4 | 29.5 | 23.6 | 18.7 | 15.5 | 2.3 | | | 33.4 | 8.7 | |
| % WITH CAPABILITY | 33.3 | 52.4 | 1.9 | 2.7 | 4.6 | 6.8 | 71.4 | | | 1.6 | 11.6 | |
| PISTON: OTHER | | | | | | | | | | | | |
| ESTIMATED POPULATION | 43 | 43 | 0 | 43 | 0 | 9 | 52 | | | 0 | 275 | |
| % STANDARD ERROR | * | * | 0.0 | * | 0.0 | * | * | | | 0.0 | 11.8 | |
| % WITH CAPABILITY | 12.8 | 12.8 | 0.0 | 12.8 | 0.0 | 2.6 | 15.6 | | | 0.0 | 81.8 | |
| PISTON: TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 18965 | 39476 | 2067 | 1718 | 15128 | 30617 | 36381 | | | 1328 | 142796 | |
| % STANDARD ERROR | 4.1 | 2.8 | 15.4 | 16.2 | 5.3 | 3.4 | 2.3 | | | 19.6 | 0.8 | |
| % WITH CAPABILITY | 8.0 | 16.6 | 0.9 | 0.7 | 6.4 | 12.9 | 15.3 | | | 0.6 | 60.2 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

PAGE 8 OF 9

| AIRCRAFT TYPE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | | |
|----------------------|--------------------------------|------|------|-----------------|------------------|------------------|------------------|--------------|-------------|--|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | NO EQUIP | |
| 2 ENG: 1-12 SEATS | | | | | | | | | | |
| ESTIMATED POPULATION | 4415 | 4723 | 168 | 255 | 0 | 77 | 4748 | 93 | 53 | |
| % STANDARD ERROR | 2.8 | 2.3 | 37.1 | 27.0 | 0.0 | 49.1 | 1.7 | 45.3 | 34.2 | |
| % WITH CAPABILITY | 86.0 | 92.0 | 3.3 | 5.0 | 0.0 | 1.5 | 92.5 | 1.8 | 1.0 | |
| 2 ENG: 13+ SEATS | | | | | | | | | | |
| ESTIMATED POPULATION | 665 | 1009 | 81 | 45 | 0 | 0 | 384 | 28 | 96 | |
| % STANDARD ERROR | 9.3 | 6.4 | 15.6 | 18.2 | 0.0 | 0.0 | 14.6 | * | * | |
| % WITH CAPABILITY | 55.6 | 84.3 | 6.8 | 3.8 | 0.0 | 0.0 | 32.1 | 2.3 | 8.0 | |
| 2 ENGINE: TOTAL | | | | | | | | | | |
| ESTIMATED POPULATION | 5080 | 5732 | 249 | 300 | 0 | 77 | 5132 | 121 | 149 | |
| % STANDARD ERROR | 2.7 | 2.2 | 25.6 | 23.1 | 0.0 | 49.1 | 1.9 | 37.3 | 34.5 | |
| % WITH CAPABILITY | 80.2 | 90.5 | 3.9 | 4.7 | 0.0 | 1.2 | 81.1 | 1.9 | 2.4 | |
| TURBOPROP: OTHER | | | | | | | | | | |
| ESTIMATED POPULATION | 178 | 219 | 1 | 83 | 0 | 51 | 141 | 0 | 83 | |
| % STANDARD ERROR | 23.4 | 5.7 | * | * | 0.0 | 43.3 | 30.4 | 0.0 | 15.1 | |
| % WITH CAPABILITY | 58.8 | 72.6 | 0.4 | 27.6 | 0.0 | 16.8 | 46.6 | 0.0 | 27.4 | |
| TURBOPROP: TOTAL | | | | | | | | | | |
| ESTIMATED POPULATION | 5257 | 5951 | 250 | 383 | 0 | 128 | 5273 | 121 | 232 | |
| % STANDARD ERROR | 2.7 | 2.1 | 25.6 | 21.2 | 0.0 | 34.3 | 2.1 | 37.3 | 22.9 | |
| % WITH CAPABILITY | 79.3 | 89.7 | 3.8 | 5.8 | 0.0 | 1.9 | 79.5 | 1.8 | 3.5 | |
| 2 ENGINE TURBOJET | | | | | | | | | | |
| ESTIMATED POPULATION | 4163 | 4164 | 468 | 665 | 88 | 46 | 4003 | 69 | 10 | |
| % STANDARD ERROR | 1.1 | 1.1 | 17.5 | 15.1 | 43.2 | 49.8 | 1.8 | 47.0 | * | |
| % WITH CAPABILITY | 97.1 | 97.1 | 10.9 | 15.5 | 2.1 | 1.1 | 93.3 | 1.6 | 0.2 | |
| TURBOJET: OTHER | | | | | | | | | | |
| ESTIMATED POPULATION | 314 | 482 | 75 | 90 | 0 | 18 | 264 | 33 | 151 | |
| % STANDARD ERROR | 16.9 | 15.4 | 38.0 | 34.8 | 0.0 | * | 20.7 | 46.5 | 48.2 | |
| % WITH CAPABILITY | 46.7 | 71.7 | 11.1 | 13.4 | 0.0 | 2.7 | 39.3 | 5.0 | 22.5 | |
| TURBOJET: TOTAL | | | | | | | | | | |
| ESTIMATED POPULATION | 4477 | 4646 | 542 | 755 | 88 | 64 | 4267 | 102 | 161 | |
| % STANDARD ERROR | 1.5 | 1.9 | 16.0 | 13.9 | 43.2 | 42.5 | 2.1 | 35.1 | 46.1 | |
| % WITH CAPABILITY | 90.2 | 93.6 | 10.9 | 15.2 | 1.8 | 1.3 | 86.0 | 2.1 | 3.3 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

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| AIRCRAFT TYPE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | |
|----------------------|--------------------------------|-------|------|-----------------|------------------|------------------|------------------|--------------|-------------|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | NO EQUIP |
| FIXED WING: TOTAL | | | | | | | | | |
| ESTIMATED POPULATION | 28700 | 50073 | 2859 | 2857 | 15216 | 30809 | 45921 | 1551 | 143190 |
| % STANDARD ERROR | 2.8 | 2.3 | 11.8 | 10.8 | 5.3 | 3.3 | 1.9 | 17.2 | 0.8 |
| % WITH CAPABILITY | 11.5 | 20.1 | 1.1 | 1.1 | 6.1 | 12.4 | 18.5 | 0.6 | 57.6 |
| PISTON | | | | | | | | | |
| ESTIMATED POPULATION | 12 | 55 | 6 | 6 | 0 | 2 | 0 | 22 | 5489 |
| % STANDARD ERROR | * | * | * | * | 0.0 | * | 0.0 | * | 0.9 |
| % WITH CAPABILITY | 0.2 | 1.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.4 | 98.6 |
| TURBINE | | | | | | | | | |
| ESTIMATED POPULATION | 851 | 1493 | 109 | 69 | 37 | 74 | 707 | 101 | 3019 |
| % STANDARD ERROR | 14.4 | 10.6 | 30.7 | 46.5 | * | 40.6 | 16.1 | * | 5.6 |
| % WITH CAPABILITY | 17.5 | 30.7 | 2.3 | 1.4 | 0.8 | 1.5 | 14.6 | 2.1 | 62.2 |
| ROTORCRAFT: TOTAL | | | | | | | | | |
| ESTIMATED POPULATION | 863 | 1548 | 115 | 75 | 37 | 77 | 707 | 123 | 8509 |
| % STANDARD ERROR | 14.4 | 10.5 | 32.1 | 47.6 | * | 40.2 | 16.1 | * | 2.1 |
| % WITH CAPABILITY | 8.3 | 14.8 | 1.1 | 0.7 | 0.4 | 0.7 | 6.8 | 1.2 | 81.6 |
| OTHER | | | | | | | | | |
| ESTIMATED POPULATION | 47 | 86 | 56 | 60 | 0 | 11 | 0 | 56 | 9115 |
| % STANDARD ERROR | * | * | * | * | 0.0 | * | 0.0 | * | 0.8 |
| % WITH CAPABILITY | 0.5 | 0.9 | 0.6 | 0.6 | 0.0 | 0.1 | 0.0 | 0.6 | 97.9 |
| TOTAL | | | | | | | | | |
| ESTIMATED POPULATION | 29611 | 51707 | 3031 | 2992 | 15253 | 30896 | 46628 | 1730 | 160814 |
| % STANDARD ERROR | 2.7 | 2.2 | 11.2 | 10.4 | 5.3 | 3.3 | 1.9 | 16.0 | 0.8 |
| % WITH CAPABILITY | 11.0 | 19.3 | 1.1 | 1.1 | 5.7 | 11.5 | 17.4 | 0.6 | 59.9 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | |
|----------------------|--------------------|-----------|-----------|-----------|-----------------------|-----------------|-------------|------------------------------|--------------|----------------|-----|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTIM ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS |
| ALABAMA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1156 | 1664 | 1828 | 327 | 2306 | 1221 | 791 | 1933 | 1753 | 1587 | 4 | 1155 |
| % STANDARD ERROR | 22.0 | 16.3 | 16.0 | 33.0 | 14.5 | 18.5 | 23.9 | 15.4 | 16.2 | 16.9 | * | 20.9 |
| % WITH CAPABILITY | 37.3 | 53.7 | 59.0 | 10.6 | 74.5 | 39.4 | 25.5 | 62.4 | 56.6 | 51.2 | 0.1 | 37.3 |
| ALASKA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 4431 | 3584 | 2613 | 963 | 3847 | 1153 | 5067 | 2944 | 2227 | 2116 | 0 | 5754 |
| % STANDARD ERROR | 9.6 | 11.0 | 13.0 | 20.1 | 10.8 | 20.0 | 8.7 | 12.1 | 13.6 | 14.0 | 0.0 | 8.3 |
| % WITH CAPABILITY | 49.7 | 40.2 | 29.3 | 10.8 | 43.2 | 12.9 | 56.8 | 33.0 | 25.0 | 23.7 | 0.0 | 64.6 |
| ARIZONA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 2460 | 3735 | 3396 | 898 | 4747 | 2418 | 2218 | 3276 | 3184 | 2880 | 78 | 3484 |
| % STANDARD ERROR | 14.3 | 11.2 | 11.8 | 21.5 | 10.0 | 13.6 | 14.0 | 12.0 | 12.2 | 12.7 | * | 11.6 |
| % WITH CAPABILITY | 35.3 | 53.6 | 48.8 | 12.9 | 68.2 | 34.7 | 31.8 | 47.0 | 45.7 | 41.3 | 1.1 | 50.0 |
| ARKANSAS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 875 | 1277 | 1381 | 707 | 1668 | 798 | 1145 | 1450 | 1288 | 1260 | 5 | 1330 |
| % STANDARD ERROR | 24.3 | 20.0 | 19.1 | 25.9 | 17.3 | 24.7 | 21.0 | 18.6 | 19.4 | 19.7 | * | 19.5 |
| % WITH CAPABILITY | 31.1 | 45.4 | 49.1 | 25.1 | 59.3 | 28.3 | 40.7 | 51.6 | 45.8 | 44.8 | 0.2 | 47.3 |
| CALIFORNIA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 12586 | 21164 | 19049 | 3787 | 25869 | 16123 | 9620 | 20682 | 19329 | 18160 | 87 | 13961 |
| % STANDARD ERROR | 6.0 | 4.6 | 4.8 | 10.1 | 4.1 | 5.2 | 6.4 | 4.6 | 4.8 | 4.9 | * | 5.4 |
| % WITH CAPABILITY | 35.5 | 59.6 | 53.7 | 10.7 | 72.9 | 45.4 | 27.1 | 58.3 | 54.5 | 51.2 | 0.2 | 39.3 |
| COLORADO | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1489 | 2823 | 2510 | 790 | 3412 | 1824 | 1637 | 2564 | 2415 | 2275 | 15 | 2438 |
| % STANDARD ERROR | 18.8 | 12.9 | 13.6 | 23.8 | 11.9 | 16.1 | 17.1 | 13.6 | 14.1 | 14.5 | * | 14.1 |
| % WITH CAPABILITY | 29.5 | 55.9 | 49.7 | 15.6 | 67.6 | 36.1 | 32.4 | 50.8 | 47.8 | 45.1 | 0.3 | 48.3 |
| CONNECTICUT | | | | | | | | | | | | |
| ESTIMATED POPULATION | 655 | 1180 | 1144 | 397 | 1379 | 950 | 808 | 1202 | 1122 | 1123 | 7 | 983 |
| % STANDARD ERROR | 27.4 | 20.5 | 20.8 | 35.6 | 19.0 | 22.5 | 24.6 | 20.2 | 21.0 | 21.0 | * | 22.6 |
| % WITH CAPABILITY | 30.0 | 53.9 | 52.3 | 18.1 | 63.0 | 43.4 | 37.0 | 55.0 | 51.3 | 51.4 | 0.3 | 44.9 |
| DELAWARE | | | | | | | | | | | | |
| ESTIMATED POPULATION | 302 | 627 | 665 | 118 | 823 | 573 | 214 | 711 | 702 | 681 | 0 | 326 |
| % STANDARD ERROR | 42.0 | 26.2 | 26.1 | * | 23.6 | 27.2 | 45.3 | 25.1 | 25.2 | 25.6 | 0.0 | 38.0 |
| % WITH CAPABILITY | 29.1 | 60.4 | 64.1 | 11.3 | 79.4 | 55.3 | 20.6 | 68.6 | 67.7 | 65.7 | 0.0 | 31.4 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | |
|----------|--------------------|-----------|-----------|-----------|-----------------------|-----------------|-------------|------------------------------|--------------|----------------|-----|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTIT ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS |
| D C | | | | | | | | | | | | |
| | 5 | 14 | 14 | 0 | 19 | 14 | 0 | 14 | 14 | 14 | 0 | 5 |
| | * | * | * | 0.0 | * | * | 0.0 | * | * | * | 0.0 | * |
| | 26.6 | 73.4 | 73.4 | 0.0 | 100.0 | 73.4 | 0.0 | 73.4 | 73.4 | 73.4 | 0.0 | 26.6 |
| FLORIDA | | | | | | | | | | | | |
| | 5259 | 9535 | 8951 | 1585 | 11545 | 7727 | 3733 | 9529 | 9022 | 8225 | 110 | 5521 |
| | 9.5 | 6.9 | 7.2 | 17.5 | 6.3 | 7.7 | 10.8 | 6.9 | 7.1 | 7.4 | * | 9.2 |
| | 34.4 | 62.4 | 58.6 | 10.4 | 75.6 | 50.6 | 24.4 | 62.4 | 59.0 | 53.8 | 0.7 | 36.1 |
| GEORGIA | | | | | | | | | | | | |
| | 1472 | 2844 | 2184 | 907 | 3748 | 1964 | 1431 | 2828 | 2118 | 2172 | 0 | 2300 |
| | 19.3 | 12.9 | 14.9 | 22.2 | 11.7 | 15.4 | 17.3 | 13.2 | 14.8 | 14.7 | 0.0 | 14.5 |
| | 28.4 | 54.9 | 42.2 | 17.5 | 72.4 | 37.9 | 27.6 | 54.6 | 40.9 | 41.9 | 0.0 | 44.4 |
| HAWAII | | | | | | | | | | | | |
| | 204 | 253 | 132 | 45 | 329 | 74 | 158 | 189 | 169 | 170 | 2 | 292 |
| | 46.1 | 39.9 | * | * | 35.6 | * | 49.5 | 48.2 | * | * | * | 36.4 |
| | 41.8 | 52.0 | 27.2 | 9.3 | 67.5 | 15.1 | 32.5 | 38.9 | 34.6 | 34.8 | 0.4 | 59.9 |
| IDAHO | | | | | | | | | | | | |
| | 939 | 1447 | 1164 | 385 | 1613 | 912 | 1091 | 1318 | 1220 | 968 | 76 | 1294 |
| | 22.6 | 18.3 | 20.6 | 35.7 | 17.5 | 23.2 | 20.7 | 19.3 | 20.2 | 22.3 | * | 19.1 |
| | 34.7 | 53.5 | 43.1 | 14.3 | 59.7 | 33.7 | 40.3 | 48.7 | 45.1 | 35.8 | 2.8 | 47.8 |
| ILLINOIS | | | | | | | | | | | | |
| | 3063 | 5080 | 4465 | 1548 | 5894 | 3297 | 3161 | 5137 | 4852 | 4564 | 78 | 3813 |
| | 12.6 | 9.9 | 10.4 | 16.4 | 9.2 | 12.0 | 12.1 | 9.8 | 10.0 | 10.3 | * | 11.1 |
| | 33.8 | 56.1 | 49.3 | 17.1 | 65.1 | 36.4 | 34.9 | 56.7 | 53.6 | 50.4 | 0.9 | 42.1 |
| INDIANA | | | | | | | | | | | | |
| | 1598 | 2707 | 2566 | 743 | 3125 | 1817 | 1732 | 2729 | 2487 | 2210 | 95 | 2005 |
| | 18.3 | 13.8 | 14.2 | 22.9 | 12.8 | 16.7 | 16.9 | 13.7 | 14.3 | 15.2 | * | 15.7 |
| | 32.9 | 55.7 | 52.8 | 15.3 | 64.3 | 37.4 | 35.7 | 56.2 | 51.2 | 45.5 | 2.0 | 41.3 |
| IOWA | | | | | | | | | | | | |
| | 1100 | 1600 | 1492 | 797 | 1936 | 869 | 1399 | 1677 | 1455 | 1385 | 9 | 1656 |
| | 21.6 | 17.8 | 18.7 | 23.4 | 16.4 | 23.4 | 17.8 | 17.6 | 18.8 | 19.3 | * | 16.6 |
| | 33.0 | 48.0 | 44.7 | 23.9 | 58.0 | 26.1 | 42.0 | 50.3 | 43.6 | 41.5 | 0.3 | 49.7 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | |
|----------------------|--------------------|-----------|-----------|-----------|-----------------------|-----------------|-------------|------------------------------|--------------|----------------|-----|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTIM ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS |
| KANSAS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1681 | 2251 | 2313 | 983 | 3059 | 1421 | 1534 | 2232 | 2121 | 2042 | 18 | 2200 |
| % STANDARD ERROR | 17.5 | 15.0 | 14.6 | 21.7 | 13.1 | 18.3 | 17.0 | 14.9 | 15.1 | 15.5 | * | 15.1 |
| % WITH CAPABILITY | 36.6 | 49.0 | 50.4 | 21.4 | 66.6 | 30.9 | 33.4 | 48.6 | 46.2 | 44.5 | 0.4 | 47.9 |
| KENTUCKY | | | | | | | | | | | | |
| ESTIMATED POPULATION | 976 | 1113 | 1002 | 200 | 1580 | 813 | 542 | 1188 | 1120 | 1047 | 62 | 872 |
| % STANDARD ERROR | 23.8 | 20.4 | 22.3 | 43.6 | 17.8 | 23.5 | 28.8 | 20.4 | 20.9 | 21.6 | * | 23.6 |
| % WITH CAPABILITY | 46.0 | 52.4 | 47.2 | 9.4 | 74.4 | 38.3 | 25.6 | 56.0 | 52.7 | 49.3 | 2.9 | 41.1 |
| LOUISIANA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 897 | 2562 | 1968 | 803 | 2538 | 1269 | 1636 | 2146 | 2019 | 1835 | 6 | 1971 |
| % STANDARD ERROR | 24.3 | 13.1 | 15.1 | 24.4 | 13.4 | 19.3 | 17.1 | 14.9 | 15.6 | 16.2 | * | 15.1 |
| % WITH CAPABILITY | 21.5 | 61.4 | 47.2 | 19.2 | 60.8 | 30.4 | 39.2 | 51.4 | 48.4 | 44.0 | 0.1 | 47.2 |
| MAINE | | | | | | | | | | | | |
| ESTIMATED POPULATION | 559 | 622 | 448 | 243 | 804 | 349 | 589 | 547 | 477 | 373 | 0 | 787 |
| % STANDARD ERROR | 30.4 | 29.3 | 33.3 | 40.9 | 26.1 | 39.4 | 27.6 | 31.0 | 33.5 | 37.5 | 0.0 | 24.8 |
| % WITH CAPABILITY | 40.2 | 44.6 | 32.2 | 17.4 | 57.7 | 25.1 | 42.3 | 39.3 | 34.2 | 26.7 | 0.0 | 56.5 |
| MARYLAND | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1362 | 1728 | 1909 | 445 | 2291 | 1463 | 1118 | 1891 | 1817 | 1782 | 4 | 1472 |
| % STANDARD ERROR | 19.6 | 17.0 | 16.1 | 31.4 | 14.8 | 18.7 | 21.1 | 16.1 | 16.5 | 16.6 | * | 18.7 |
| % WITH CAPABILITY | 39.9 | 50.7 | 56.0 | 13.0 | 67.2 | 42.9 | 32.8 | 55.5 | 53.3 | 52.3 | 0.1 | 43.2 |
| MASSACHUSETTS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1123 | 2062 | 1811 | 615 | 2518 | 1270 | 1175 | 2109 | 1916 | 1713 | 53 | 1564 |
| % STANDARD ERROR | 21.0 | 15.6 | 16.5 | 28.1 | 14.1 | 19.4 | 20.2 | 15.5 | 16.2 | 17.0 | * | 17.5 |
| % WITH CAPABILITY | 30.4 | 55.8 | 49.0 | 16.6 | 68.2 | 34.4 | 31.8 | 57.1 | 51.9 | 46.4 | 1.4 | 42.3 |
| MICHIGAN | | | | | | | | | | | | |
| ESTIMATED POPULATION | 3342 | 4478 | 4645 | 1018 | 5104 | 2490 | 3335 | 4518 | 4303 | 4136 | 92 | 3822 |
| % STANDARD ERROR | 12.5 | 10.4 | 10.3 | 20.1 | 9.8 | 13.6 | 11.9 | 10.4 | 10.6 | 10.7 | * | 11.2 |
| % WITH CAPABILITY | 39.6 | 53.1 | 55.0 | 12.1 | 60.5 | 29.5 | 39.5 | 53.5 | 51.0 | 49.0 | 1.1 | 45.3 |
| MINNESOTA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 2458 | 2260 | 2122 | 1211 | 2953 | 1061 | 2708 | 2344 | 1968 | 1956 | 62 | 3254 |
| % STANDARD ERROR | 14.0 | 14.6 | 15.1 | 18.1 | 13.0 | 21.1 | 12.5 | 14.6 | 15.7 | 15.8 | * | 11.5 |
| % WITH CAPABILITY | 43.4 | 39.9 | 37.5 | 21.4 | 52.2 | 18.7 | 47.8 | 41.4 | 34.8 | 34.5 | 1.1 | 57.5 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | |
|---------------|--------------------|-----------|-----------|-----------|-----------------------|-----------------|-------------|------------------------------|--------------|----------------|-----|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTIM ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS |
| MISSISSIPPI | | | | | | | | | | | | |
| | 824 | 868 | 797 | 543 | 1311 | 407 | 835 | 1038 | 911 | 846 | 61 | 1033 |
| | 25.0 | 24.1 | 24.9 | 29.3 | 20.0 | 34.5 | 23.7 | 22.4 | 23.9 | 25.0 | * | 21.4 |
| | 38.4 | 40.5 | 37.1 | 25.3 | 61.1 | 19.0 | 38.9 | 48.4 | 42.4 | 39.4 | 2.8 | 48.2 |
| MISSOURI | | | | | | | | | | | | |
| | 1853 | 2443 | 2453 | 848 | 3410 | 1485 | 1509 | 2384 | 2293 | 1885 | 32 | 2459 |
| | 16.6 | 14.6 | 14.5 | 23.2 | 12.5 | 18.8 | 17.1 | 14.9 | 15.2 | 16.5 | * | 14.1 |
| | 37.7 | 49.7 | 49.9 | 17.2 | 69.3 | 30.2 | 30.7 | 48.5 | 46.6 | 38.3 | 0.7 | 50.0 |
| MONTANA | | | | | | | | | | | | |
| | 1342 | 994 | 851 | 441 | 1522 | 475 | 1098 | 982 | 793 | 741 | 11 | 1604 |
| | 20.1 | 22.9 | 24.8 | 30.6 | 18.7 | 32.8 | 20.8 | 23.2 | 25.4 | 26.0 | * | 17.6 |
| | 51.2 | 38.0 | 32.5 | 16.8 | 58.1 | 18.1 | 41.9 | 37.5 | 30.3 | 28.3 | 0.4 | 61.2 |
| NEBRASKA | | | | | | | | | | | | |
| | 992 | 952 | 1014 | 695 | 1289 | 553 | 1253 | 999 | 816 | 798 | 30 | 1511 |
| | 22.4 | 22.2 | 21.7 | 26.0 | 19.5 | 29.1 | 19.3 | 21.8 | 24.0 | 24.2 | * | 17.8 |
| | 39.0 | 37.4 | 39.9 | 27.3 | 50.7 | 21.8 | 49.3 | 39.3 | 32.1 | 31.4 | 1.2 | 59.5 |
| NEVADA | | | | | | | | | | | | |
| | 684 | 1589 | 1415 | 189 | 1798 | 1107 | 552 | 1348 | 1267 | 1174 | 15 | 955 |
| | 26.7 | 16.8 | 18.0 | 42.6 | 16.1 | 19.9 | 26.3 | 18.4 | 18.8 | 19.8 | * | 21.3 |
| | 29.1 | 67.6 | 60.2 | 8.0 | 76.5 | 47.1 | 23.5 | 57.4 | 53.9 | 50.0 | 0.6 | 40.7 |
| NEW HAMPSHIRE | | | | | | | | | | | | |
| | 471 | 1085 | 743 | 213 | 1286 | 632 | 399 | 938 | 774 | 649 | 8 | 746 |
| | 29.4 | 21.0 | 25.1 | 45.0 | 19.4 | 26.2 | 30.3 | 22.2 | 24.4 | 27.0 | * | 24.5 |
| | 27.9 | 64.4 | 44.1 | 12.6 | 76.3 | 37.5 | 23.7 | 55.6 | 46.0 | 38.5 | 0.5 | 44.3 |
| NEW JERSEY | | | | | | | | | | | | |
| | 1945 | 2746 | 2617 | 427 | 3492 | 2211 | 1278 | 2857 | 2650 | 2348 | 3 | 1900 |
| | 16.3 | 12.9 | 13.3 | 30.1 | 11.8 | 14.3 | 18.7 | 12.9 | 13.1 | 13.9 | * | 15.9 |
| | 40.8 | 57.6 | 54.9 | 9.0 | 73.2 | 46.4 | 26.8 | 59.9 | 55.6 | 49.2 | 0.1 | 39.8 |
| NEW MEXICO | | | | | | | | | | | | |
| | 777 | 1385 | 1488 | 480 | 1705 | 971 | 842 | 1273 | 1266 | 1150 | 43 | 1194 |
| | 24.7 | 17.8 | 18.0 | 31.2 | 16.6 | 21.2 | 22.1 | 19.1 | 19.3 | 20.1 | * | 19.1 |
| | 30.5 | 54.4 | 58.4 | 18.8 | 66.9 | 38.1 | 33.1 | 50.0 | 49.7 | 45.1 | 1.7 | 46.9 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | |
|----------------|--------------------|-----------|-----------|-----------|-----------------------|-----------------|-------------|------------------------------|--------------|----------------|-----|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTIT ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS |
| NEW YORK | 2933 | 4215 | 4035 | 1333 | 5235 | 3027 | 2848 | 4114 | 4068 | 3660 | 61 | 3742 |
| | 13.2 | 10.6 | 10.8 | 17.9 | 9.7 | 12.5 | 12.6 | 10.8 | 10.8 | 11.4 | * | 11.3 |
| | 36.3 | 52.2 | 49.9 | 16.5 | 64.8 | 37.5 | 35.2 | 50.9 | 50.3 | 45.3 | 0.8 | 46.3 |
| NORTH CAROLINA | 1498 | 2940 | 2930 | 788 | 4030 | 1929 | 1046 | 3489 | 3250 | 3095 | 93 | 1587 |
| | 19.2 | 13.2 | 13.2 | 23.9 | 11.4 | 15.6 | 20.8 | 12.1 | 12.5 | 12.8 | * | 17.9 |
| | 29.5 | 57.9 | 57.7 | 15.5 | 79.4 | 38.0 | 20.6 | 68.7 | 64.0 | 61.0 | 1.8 | 31.3 |
| NORTH DAKOTA | 761 | 549 | 615 | 269 | 732 | 208 | 791 | 498 | 530 | 444 | 0 | 939 |
| | 26.9 | 30.0 | 28.3 | 40.9 | 26.0 | 49.2 | 25.9 | 31.2 | 31.5 | 33.1 | 0.0 | 23.3 |
| | 49.9 | 36.1 | 40.4 | 17.7 | 48.1 | 13.7 | 51.9 | 32.7 | 34.8 | 29.1 | 0.0 | 61.6 |
| OHIO | 3396 | 4483 | 5016 | 1236 | 6151 | 3094 | 2505 | 5189 | 4914 | 4339 | 37 | 3341 |
| | 11.8 | 10.4 | 9.9 | 18.2 | 9.0 | 12.4 | 12.5 | 9.8 | 10.0 | 10.7 | * | 11.2 |
| | 39.2 | 51.8 | 57.9 | 14.3 | 71.1 | 35.7 | 28.9 | 59.9 | 56.8 | 50.1 | 0.4 | 38.6 |
| OKLAHOMA | 1769 | 2521 | 2319 | 852 | 3406 | 1947 | 1459 | 2557 | 2393 | 2270 | 41 | 2150 |
| | 17.0 | 14.2 | 14.6 | 23.2 | 12.2 | 15.8 | 18.1 | 14.0 | 14.5 | 14.8 | * | 15.1 |
| | 36.4 | 51.8 | 47.7 | 17.5 | 70.0 | 40.0 | 30.0 | 52.6 | 49.2 | 46.7 | 0.9 | 44.2 |
| OREGON | 1932 | 2907 | 2990 | 739 | 3505 | 1790 | 1874 | 2763 | 2528 | 2368 | 0 | 2545 |
| | 15.6 | 12.7 | 12.8 | 25.0 | 11.7 | 16.1 | 15.3 | 13.3 | 14.0 | 14.3 | 0.0 | 13.1 |
| | 35.9 | 54.0 | 55.6 | 13.7 | 65.2 | 33.3 | 34.8 | 51.4 | 47.0 | 44.0 | 0.0 | 47.3 |
| PENNSYLVANIA | 2181 | 4699 | 4023 | 1096 | 4772 | 2994 | 2730 | 4474 | 4255 | 4005 | 8 | 3028 |
| | 15.2 | 10.0 | 11.0 | 18.8 | 10.0 | 12.6 | 12.5 | 10.3 | 10.7 | 11.0 | * | 12.0 |
| | 29.1 | 62.6 | 53.6 | 14.6 | 63.6 | 39.9 | 36.4 | 59.6 | 56.7 | 53.4 | 0.1 | 40.4 |
| RHODE ISLAND | 190 | 384 | 412 | 32 | 501 | 288 | 93 | 460 | 419 | 388 | 7 | 128 |
| | * | 35.7 | 34.3 | * | 31.4 | 40.2 | * | 32.5 | 33.9 | 35.1 | * | * |
| | 32.0 | 64.6 | 69.3 | 5.4 | 84.4 | 48.5 | 15.6 | 77.4 | 70.6 | 65.3 | 1.2 | 21.5 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | |
|-------------------|----------------------|-----------|-----------|-----------|-----------------------|-----------------|-------------|------------------------------|--------------|----------------|-------|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTIT ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS |
| SOUTH CAROLINA | | | | | | | | | | | | |
| | ESTIMATED POPULATION | 395 | 1502 | 1297 | 247 | 1668 | 838 | 380 | 1362 | 1299 | 1136 | 0 |
| | % STANDARD ERROR | 33.6 | 18.5 | 19.5 | 40.9 | 17.5 | 24.0 | 32.2 | 19.3 | 19.7 | 20.8 | 0.0 |
| % WITH CAPABILITY | 19.3 | 73.3 | 63.3 | 12.1 | 81.5 | 40.9 | 18.5 | 66.5 | 63.4 | 55.5 | 0.0 | 29.6 |
| SOUTH DAKOTA | | | | | | | | | | | | |
| | ESTIMATED POPULATION | 568 | 472 | 544 | 478 | 702 | 388 | 783 | 633 | 582 | 598 | 33 |
| | % STANDARD ERROR | 31.0 | 33.0 | 31.0 | 30.9 | 27.5 | 36.6 | 24.8 | 28.7 | 30.1 | 29.7 | * |
| % WITH CAPABILITY | 38.3 | 31.8 | 36.6 | 32.2 | 47.3 | 26.1 | 52.7 | 42.6 | 39.2 | 40.3 | 2.2 | 54.8 |
| TENNESSEE | | | | | | | | | | | | |
| | ESTIMATED POPULATION | 912 | 2409 | 2202 | 430 | 2668 | 1856 | 894 | 2178 | 2131 | 2023 | 0 |
| | % STANDARD ERROR | 22.8 | 14.5 | 15.2 | 30.8 | 13.7 | 16.3 | 22.0 | 15.3 | 15.3 | 15.8 | 0.0 |
| % WITH CAPABILITY | 25.6 | 67.6 | 61.8 | 12.1 | 74.9 | 52.1 | 25.1 | 61.1 | 59.8 | 56.8 | 0.0 | 38.2 |
| TEXAS | | | | | | | | | | | | |
| | ESTIMATED POPULATION | 6983 | 13309 | 12411 | 2976 | 16399 | 9841 | 5953 | 13962 | 13029 | 12446 | 170 |
| | % STANDARD ERROR | 8.3 | 5.8 | 6.0 | 12.1 | 5.2 | 6.7 | 8.7 | 5.6 | 5.8 | 6.0 | 43.2 |
| % WITH CAPABILITY | 31.2 | 59.5 | 55.5 | 13.3 | 73.4 | 44.0 | 26.6 | 62.5 | 58.3 | 55.7 | 0.8 | 36.9 |
| UTAH | | | | | | | | | | | | |
| | ESTIMATED POPULATION | 594 | 753 | 547 | 114 | 1164 | 464 | 251 | 745 | 790 | 587 | 0 |
| | % STANDARD ERROR | 31.2 | 25.1 | 29.4 | * | 21.5 | 32.7 | 41.3 | 26.2 | 26.4 | 29.4 | 0.0 |
| % WITH CAPABILITY | 42.0 | 53.2 | 38.7 | 8.0 | 82.2 | 32.8 | 17.8 | 52.6 | 55.8 | 41.5 | 0.0 | 37.2 |
| VERMONT | | | | | | | | | | | | |
| | ESTIMATED POPULATION | 177 | 204 | 154 | 73 | 268 | 151 | 179 | 204 | 194 | 178 | 0 |
| | % STANDARD ERROR | 49.9 | 48.9 | * | * | 44.1 | * | 46.0 | * | * | * | 0.0 |
| % WITH CAPABILITY | 39.7 | 45.7 | 34.4 | 16.4 | 59.9 | 33.7 | 40.1 | 45.7 | 43.3 | 39.7 | 0.0 | 54.3 |
| VIRGINIA | | | | | | | | | | | | |
| | ESTIMATED POPULATION | 934 | 2379 | 2299 | 261 | 2798 | 1965 | 648 | 2540 | 2232 | 2151 | 20 |
| | % STANDARD ERROR | 22.6 | 14.0 | 14.3 | 36.8 | 13.1 | 15.5 | 24.3 | 13.6 | 14.4 | 14.7 | * |
| % WITH CAPABILITY | 27.1 | 69.0 | 66.7 | 7.6 | 81.2 | 57.0 | 18.8 | 73.7 | 64.8 | 62.4 | 0.6 | 26.2 |
| WASHINGTON | | | | | | | | | | | | |
| | ESTIMATED POPULATION | 2879 | 3699 | 3314 | 1395 | 4436 | 1721 | 3368 | 3527 | 3160 | 2899 | 0 |
| | % STANDARD ERROR | 13.5 | 11.5 | 12.3 | 17.6 | 10.5 | 17.0 | 11.9 | 11.9 | 12.5 | 13.1 | 0.0 |
| % WITH CAPABILITY | 36.9 | 47.4 | 42.5 | 17.9 | 56.8 | 22.1 | 43.2 | 45.2 | 40.5 | 37.1 | 0.0 | 52.8 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | |
|------------------------|--------------------|-----------|-----------|-----------|-----------------------|-----------------|-------------|------------------------------|--------------|----------------|------|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTIM ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS |
| WEST VIRGINIA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 634 | 555 | 699 | 129 | 797 | 480 | 460 | 737 | 655 | 651 | 4 | 516 |
| % STANDARD ERROR | 29.8 | 30.0 | 27.3 | * | 25.5 | 32.0 | 34.1 | 26.4 | 27.8 | 28.3 | * | 32.4 |
| % WITH CAPABILITY | 50.4 | 44.1 | 55.6 | 10.2 | 63.4 | 38.2 | 36.6 | 58.6 | 52.1 | 51.8 | 0.3 | 41.0 |
| WISCONSIN | | | | | | | | | | | | |
| ESTIMATED POPULATION | 2058 | 2458 | 2423 | 925 | 2845 | 1259 | 2174 | 2332 | 1971 | 1852 | 6 | 2642 |
| % STANDARD ERROR | 15.9 | 14.7 | 14.6 | 21.8 | 13.5 | 19.9 | 14.8 | 14.8 | 16.0 | 16.5 | * | 13.7 |
| % WITH CAPABILITY | 41.0 | 49.0 | 48.3 | 18.4 | 56.7 | 25.1 | 43.3 | 46.5 | 39.3 | 36.9 | 0.1 | 52.6 |
| WYOMING | | | | | | | | | | | | |
| ESTIMATED POPULATION | 549 | 573 | 616 | 198 | 838 | 524 | 403 | 685 | 649 | 619 | 63 | 554 |
| % STANDARD ERROR | 30.4 | 26.4 | 26.4 | * | 22.9 | 29.6 | 34.4 | 24.8 | 25.4 | 26.0 | * | 29.7 |
| % WITH CAPABILITY | 44.3 | 46.2 | 49.6 | 15.9 | 67.5 | 42.2 | 32.5 | 55.2 | 52.3 | 49.8 | 5.1 | 44.6 |
| PUERTO RICO | | | | | | | | | | | | |
| ESTIMATED POPULATION | 158 | 244 | 253 | 19 | 315 | 114 | 79 | 270 | 242 | 243 | 5 | 120 |
| % STANDARD ERROR | * | 42.3 | 42.4 | * | 38.6 | * | * | 40.6 | 43.4 | 42.7 | * | * |
| % WITH CAPABILITY | 40.2 | 61.9 | 64.2 | 4.8 | 79.9 | 29.0 | 20.1 | 68.4 | 61.4 | 61.8 | 1.4 | 30.4 |
| OTHER U.S. TERRITORIES | | | | | | | | | | | | |
| ESTIMATED POPULATION | 70 | 131 | 169 | 26 | 217 | 184 | 10 | 209 | 206 | 203 | 0 | 19 |
| % STANDARD ERROR | * | * | 47.8 | * | 44.9 | 48.2 | * | 45.8 | 46.0 | 46.3 | 0.0 | * |
| % WITH CAPABILITY | 30.7 | 57.7 | 74.4 | 11.6 | 95.6 | 81.1 | 4.4 | 91.8 | 90.9 | 89.4 | 0.0 | 8.2 |
| TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 94274 | 146544 | 136213 | 39907 | 179623 | 98734 | 88913 | 146067 | 134952 | 125804 | 1639 | 117864 |
| % STANDARD ERROR | 1.7 | 1.1 | 1.0 | 2.3 | 0.6 | 1.4 | 1.3 | 0.8 | 0.9 | 1.0 | 16.1 | 1.0 |
| % WITH CAPABILITY | 35.1 | 54.6 | 50.7 | 14.9 | 66.9 | 36.8 | 33.1 | 54.4 | 50.3 | 46.8 | 0.6 | 43.9 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
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| STATE | VOR NAVIGATION EQUIPMENT | | | | LONG RANGE NAV EQUIP | | | | OTHER NAVIGATION EQUIP | | | |
|----------------------|--------------------------|--------------|-----------|-------|----------------------|------|-------|-------|------------------------|----------------|------------------|--------------|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHER LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ |
| ALABAMA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 740 | 1923 | 2016 | 1759 | 1327 | 429 | 483 | 108 | 43 | 358 | 594 | 510 |
| % STANDARD ERROR | 27.9 | 15.5 | 15.6 | 15.9 | 17.8 | 29.3 | 31.4 | 48.7 | * | 29.5 | 24.5 | 28.1 |
| % WITH CAPABILITY | 23.9 | 62.1 | 65.1 | 56.8 | 42.8 | 13.9 | 15.6 | 3.5 | 1.4 | 11.5 | 19.2 | 16.5 |
| ALASKA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 3172 | 3382 | 2516 | 4827 | 998 | 327 | 1664 | 9 | 36 | 226 | 144 | 1963 |
| % STANDARD ERROR | 11.5 | 11.3 | 12.9 | 9.4 | 21.5 | 37.2 | 14.9 | * | * | 45.0 | * | 14.5 |
| % WITH CAPABILITY | 35.6 | 37.9 | 28.2 | 54.2 | 11.2 | 3.7 | 18.7 | 0.1 | 0.4 | 2.5 | 1.6 | 22.0 |
| ARIZONA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1895 | 3770 | 3528 | 3175 | 2027 | 646 | 700 | 114 | 5 | 449 | 541 | 1593 |
| % STANDARD ERROR | 16.2 | 11.3 | 11.5 | 12.1 | 14.5 | 23.8 | 24.0 | 42.3 | * | 24.7 | 24.3 | 16.1 |
| % WITH CAPABILITY | 27.2 | 54.1 | 50.6 | 45.6 | 29.1 | 9.3 | 10.0 | 1.6 | 0.1 | 6.4 | 7.8 | 22.9 |
| ARKANSAS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 686 | 1416 | 1413 | 1347 | 936 | 262 | 610 | 14 | 7 | 199 | 339 | 749 |
| % STANDARD ERROR | 27.5 | 18.9 | 18.7 | 19.1 | 22.3 | 41.2 | 29.0 | * | * | 44.1 | 35.5 | 25.3 |
| % WITH CAPABILITY | 24.4 | 50.3 | 50.2 | 47.9 | 33.3 | 9.3 | 21.7 | 0.5 | 0.3 | 7.1 | 12.1 | 26.6 |
| CALIFORNIA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 11442 | 19724 | 20332 | 17458 | 13278 | 3470 | 4594 | 175 | 76 | 1984 | 1816 | 6470 |
| % STANDARD ERROR | 6.4 | 4.8 | 4.6 | 5.0 | 5.8 | 11.1 | 9.9 | 31.8 | 37.1 | 13.1 | 13.8 | 7.5 |
| % WITH CAPABILITY | 32.2 | 55.6 | 57.3 | 49.2 | 37.4 | 9.8 | 12.9 | 0.5 | 0.2 | 5.6 | 5.1 | 18.2 |
| COLORADO | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1270 | 2759 | 2609 | 2302 | 1993 | 634 | 539 | 19 | 53 | 420 | 512 | 1071 |
| % STANDARD ERROR | 20.7 | 13.2 | 13.6 | 14.4 | 15.4 | 26.6 | 29.1 | * | * | 28.9 | 27.0 | 19.6 |
| % WITH CAPABILITY | 25.2 | 54.6 | 51.7 | 45.6 | 39.5 | 12.6 | 10.7 | 0.4 | 1.1 | 8.3 | 10.1 | 21.2 |
| CONNECTICUT | | | | | | | | | | | | |
| ESTIMATED POPULATION | 473 | 1147 | 1231 | 1112 | 781 | 245 | 379 | 77 | 4 | 296 | 284 | 651 |
| % STANDARD ERROR | 32.9 | 20.8 | 20.1 | 20.9 | 24.6 | 41.6 | 36.4 | * | * | 33.8 | 36.2 | 27.8 |
| % WITH CAPABILITY | 21.6 | 52.4 | 56.3 | 50.8 | 35.7 | 11.2 | 17.3 | 3.5 | 0.2 | 13.5 | 13.0 | 29.8 |
| DELAWARE | | | | | | | | | | | | |
| ESTIMATED POPULATION | 292 | 671 | 778 | 741 | 400 | 209 | 186 | 23 | 4 | 150 | 131 | 137 |
| % STANDARD ERROR | 43.5 | 25.4 | 24.4 | 24.8 | 30.3 | 42.1 | * | * | * | 38.8 | 45.0 | * |
| % WITH CAPABILITY | 28.2 | 64.7 | 75.0 | 71.5 | 38.5 | 20.1 | 17.9 | 2.2 | 0.4 | 14.5 | 12.6 | 13.2 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
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| STATE | VOR NAVIGATION EQUIPMENT | | | | LONG RANGE NAV EQUIP | | | | OTHER NAVIGATION EQUIP | | | |
|----------------------|--------------------------|--------------|-----------|------|----------------------|------|-------|-------|------------------------|----------------|------------------|--------------|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHR LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ |
| D.C. | | | | | | | | | | | | |
| ESTIMATED POPULATION | 3 | 14 | 10 | 14 | 11 | 3 | 4 | 5 | 1 | 9 | 5 | 5 |
| % STANDARD ERROR | * | * | * | * | * | * | * | * | * | * | * | * |
| % WITH CAPABILITY | 17.3 | 73.4 | 53.3 | 73.4 | 57.4 | 17.3 | 20.1 | 24.2 | 6.9 | 44.2 | 24.2 | 26.6 |
| FLORIDA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 3918 | 9721 | 9105 | 8896 | 6387 | 2154 | 3674 | 197 | 26 | 1468 | 1672 | 2325 |
| % STANDARD ERROR | 11.0 | 7.0 | 7.1 | 7.1 | 8.3 | 13.7 | 11.3 | 30.4 | * | 14.9 | 14.5 | 13.8 |
| % WITH CAPABILITY | 25.6 | 63.6 | 59.6 | 58.2 | 41.8 | 14.1 | 24.0 | 1.3 | 0.2 | 9.6 | 10.9 | 15.2 |
| GEORGIA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1252 | 2852 | 2762 | 2457 | 1835 | 910 | 973 | 56 | 26 | 397 | 688 | 1027 |
| % STANDARD ERROR | 20.1 | 13.3 | 13.3 | 13.9 | 15.8 | 23.3 | 21.6 | * | * | 27.7 | 24.3 | 20.5 |
| % WITH CAPABILITY | 24.2 | 55.1 | 53.3 | 47.4 | 35.4 | 17.6 | 18.8 | 1.1 | 0.5 | 7.7 | 13.3 | 18.8 |
| HAWAII | | | | | | | | | | | | |
| ESTIMATED POPULATION | 130 | 232 | 130 | 159 | 131 | 27 | 4 | 1 | 0 | 32 | 17 | 155 |
| % STANDARD ERROR | * | 41.7 | * | 49.8 | * | * | * | * | 0.0 | * | * | * |
| % WITH CAPABILITY | 26.7 | 47.6 | 26.6 | 32.7 | 27.0 | 5.6 | 0.8 | 0.3 | 0.0 | 6.5 | 3.5 | 31.8 |
| IDAHO | | | | | | | | | | | | |
| ESTIMATED POPULATION | 859 | 1328 | 1122 | 1122 | 788 | 184 | 580 | 24 | 4 | 242 | 204 | 617 |
| % STANDARD ERROR | 24.4 | 19.3 | 21.1 | 20.8 | 24.7 | 47.5 | 29.4 | * | * | 41.4 | 44.7 | 26.3 |
| % WITH CAPABILITY | 31.8 | 49.1 | 41.5 | 41.5 | 29.1 | 6.8 | 21.5 | 0.9 | 0.1 | 8.9 | 7.5 | 22.8 |
| ILLINOIS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 2752 | 4669 | 5098 | 4899 | 3378 | 1695 | 1729 | 172 | 42 | 898 | 936 | 1883 |
| % STANDARD ERROR | 13.7 | 10.3 | 9.8 | 10.0 | 11.7 | 16.1 | 16.5 | 31.2 | 41.6 | 20.1 | 20.1 | 14.8 |
| % WITH CAPABILITY | 30.4 | 51.6 | 56.3 | 54.1 | 37.3 | 18.7 | 19.1 | 1.9 | 0.5 | 9.9 | 10.3 | 20.8 |
| INDIANA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1436 | 2800 | 2744 | 2666 | 1718 | 670 | 748 | 46 | 20 | 493 | 452 | 850 |
| % STANDARD ERROR | 19.8 | 13.4 | 13.7 | 13.9 | 17.1 | 26.3 | 25.5 | * | * | 28.2 | 29.7 | 21.6 |
| % WITH CAPABILITY | 29.6 | 57.7 | 56.5 | 54.9 | 35.4 | 13.8 | 15.4 | 1.0 | 0.4 | 10.1 | 9.3 | 17.5 |
| IOWA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1074 | 1517 | 1596 | 1721 | 884 | 428 | 258 | 51 | 25 | 221 | 337 | 933 |
| % STANDARD ERROR | 22.3 | 18.2 | 17.9 | 17.4 | 23.4 | 32.9 | 42.4 | * | * | 42.3 | 35.7 | 21.3 |
| % WITH CAPABILITY | 32.2 | 45.5 | 47.9 | 51.6 | 26.5 | 12.8 | 7.8 | 1.5 | 0.7 | 6.6 | 10.1 | 28.0 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
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| STATE | VOR NAVIGATION EQUIPMENT | | | | | LONG RANGE NAV EQUIP | | | OTHER NAVIGATION EQUIP | | | |
|----------------------|--------------------------|--------------|-----------|------|------|----------------------|-------|-------|------------------------|----------------|------------------|--------------|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHR LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ |
| KANSAS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1322 | 2553 | 2506 | 2245 | 1779 | 775 | 708 | 108 | 3 | 322 | 387 | 1138 |
| % STANDARD ERROR | 20.1 | 14.1 | 14.0 | 14.8 | 16.5 | 25.2 | 26.6 | * | * | 34.9 | 32.9 | 19.6 |
| % WITH CAPABILITY | 28.8 | 55.6 | 54.6 | 48.9 | 38.7 | 16.9 | 15.4 | 2.4 | 0.1 | 7.0 | 8.4 | 24.8 |
| KENTUCKY | | | | | | | | | | | | |
| ESTIMATED POPULATION | 620 | 1231 | 1048 | 1030 | 720 | 330 | 582 | 37 | 10 | 253 | 322 | 303 |
| % STANDARD ERROR | 30.3 | 20.1 | 21.8 | 21.8 | 25.4 | 36.8 | 29.2 | * | * | 39.3 | 36.3 | 32.3 |
| % WITH CAPABILITY | 29.2 | 58.0 | 49.4 | 48.5 | 33.9 | 15.6 | 27.4 | 1.7 | 0.5 | 11.9 | 15.2 | 14.3 |
| LOUISIANA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 626 | 2334 | 1946 | 2477 | 1323 | 450 | 1045 | 50 | 8 | 540 | 622 | 835 |
| % STANDARD ERROR | 27.6 | 14.5 | 15.7 | 13.6 | 18.2 | 29.4 | 17.9 | * | * | 23.1 | 23.3 | 23.3 |
| % WITH CAPABILITY | 15.0 | 55.9 | 46.6 | 59.4 | 31.7 | 10.8 | 25.0 | 1.2 | 0.2 | 12.9 | 14.9 | 20.0 |
| MAINE | | | | | | | | | | | | |
| ESTIMATED POPULATION | 496 | 549 | 476 | 493 | 242 | 97 | 432 | 0 | 0 | 65 | 81 | 323 |
| % STANDARD ERROR | 32.4 | 31.6 | 33.0 | 32.4 | 46.1 | * | 35.8 | 0.0 | 0.0 | * | * | 35.6 |
| % WITH CAPABILITY | 35.6 | 39.4 | 34.2 | 35.4 | 17.4 | 7.0 | 31.0 | 0.0 | 0.0 | 4.7 | 5.8 | 23.2 |
| MARYLAND | | | | | | | | | | | | |
| ESTIMATED POPULATION | 962 | 2045 | 2027 | 1727 | 1067 | 275 | 760 | 51 | 29 | 219 | 315 | 582 |
| % STANDARD ERROR | 23.5 | 15.7 | 15.8 | 17.1 | 21.0 | 37.3 | 26.9 | * | * | 36.8 | 35.9 | 26.8 |
| % WITH CAPABILITY | 28.2 | 60.0 | 59.4 | 50.7 | 31.3 | 8.1 | 22.3 | 1.5 | 0.8 | 6.4 | 9.3 | 17.1 |
| MASSACHUSETTS | | | | | | | | | | | | |
| ESTIMATED POPULATION | 917 | 2031 | 2026 | 1981 | 1187 | 362 | 715 | 49 | 8 | 334 | 192 | 772 |
| % STANDARD ERROR | 23.6 | 15.9 | 15.8 | 16.0 | 19.8 | 33.2 | 26.0 | * | * | 33.4 | 41.2 | 23.7 |
| % WITH CAPABILITY | 24.8 | 55.0 | 54.8 | 53.6 | 32.1 | 9.8 | 19.4 | 1.3 | 0.2 | 9.0 | 5.2 | 20.9 |
| MICHIGAN | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1925 | 4934 | 4803 | 4329 | 2823 | 1122 | 1225 | 71 | 52 | 568 | 857 | 1676 |
| % STANDARD ERROR | 16.6 | 9.9 | 10.1 | 10.4 | 12.7 | 20.0 | 19.1 | 37.6 | 37.3 | 24.5 | 20.4 | 15.9 |
| % WITH CAPABILITY | 22.8 | 58.5 | 56.9 | 51.3 | 33.4 | 13.3 | 14.5 | 0.8 | 0.6 | 6.7 | 10.2 | 19.9 |
| MINNESOTA | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1780 | 2527 | 2379 | 2196 | 1296 | 676 | 588 | 25 | 30 | 260 | 335 | 1529 |
| % STANDARD ERROR | 16.3 | 14.1 | 14.4 | 14.7 | 19.3 | 25.7 | 27.9 | * | * | 38.7 | 34.6 | 15.9 |
| % WITH CAPABILITY | 31.5 | 44.6 | 42.0 | 38.8 | 22.9 | 11.9 | 10.4 | 0.4 | 0.5 | 4.6 | 5.9 | 27.0 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | VOR NAVIGATION EQUIPMENT | | | | | LONG RANGE NAV EQUIP | | | | OTHER NAVIGATION EQUIP | | | |
|----------------------|--------------------------|--------------|-----------|------|------|----------------------|-------|-------|---------------|------------------------|------------------|--------------|--|
| | VOR 100CH | VJR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHR LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ | |
| MISSISSIPPI | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 500 | 1085 | 834 | 895 | 595 | 261 | 433 | 19 | 2 | 156 | 172 | 683 | |
| % STANDARD ERROR | 32.2 | 22.3 | 24.5 | 24.1 | 28.8 | 46.7 | 35.6 | * | * | * | 48.0 | 25.4 | |
| % WITH CAPABILITY | 23.3 | 50.6 | 38.9 | 41.7 | 27.7 | 12.2 | 20.2 | 0.9 | 0.1 | 7.3 | 8.0 | 31.9 | |
| MISSOURI | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1365 | 2739 | 2601 | 2258 | 1366 | 574 | 754 | 93 | 25 | 285 | 394 | 1062 | |
| % STANDARD ERROR | 18.7 | 13.9 | 14.1 | 15.1 | 18.8 | 27.6 | 26.1 | 47.1 | * | 33.6 | 29.9 | 20.8 | |
| % WITH CAPABILITY | 27.7 | 55.7 | 52.9 | 45.9 | 27.8 | 11.7 | 15.3 | 1.9 | 0.5 | 5.8 | 8.0 | 21.6 | |
| MONTANA | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1089 | 952 | 821 | 1232 | 601 | 139 | 392 | 2 | 2 | 80 | 90 | 649 | |
| % STANDARD ERROR | 22.3 | 23.2 | 24.9 | 20.3 | 28.6 | * | 36.7 | * | * | * | * | 26.6 | |
| % WITH CAPABILITY | 41.6 | 36.3 | 31.3 | 47.0 | 22.9 | 5.3 | 15.0 | 0.1 | 0.1 | 3.1 | 3.4 | 24.8 | |
| NEBRASKA | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 882 | 903 | 977 | 915 | 522 | 285 | 272 | 46 | 7 | 105 | 221 | 857 | |
| % STANDARD ERROR | 24.0 | 23.1 | 22.1 | 22.6 | 29.4 | 40.5 | 42.7 | * | * | * | 44.1 | 23.0 | |
| % WITH CAPABILITY | 34.7 | 35.5 | 38.5 | 36.0 | 20.5 | 11.2 | 10.7 | 1.8 | 0.3 | 4.1 | 8.7 | 33.7 | |
| NEVADA | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 640 | 1405 | 1484 | 1215 | 939 | 366 | 449 | 74 | 140 | 333 | 238 | 399 | |
| % STANDARD ERROR | 28.4 | 18.1 | 17.7 | 18.8 | 21.5 | 33.2 | 29.9 | * | * | 33.1 | 34.7 | 28.4 | |
| % WITH CAPABILITY | 27.2 | 59.8 | 63.1 | 51.7 | 39.9 | 15.6 | 19.1 | 3.2 | 6.0 | 14.2 | 10.1 | 17.0 | |
| NEW HAMPSHIRE | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 416 | 1016 | 855 | 733 | 471 | 168 | 214 | 0 | 7 | 123 | 148 | 321 | |
| % STANDARD ERROR | 32.2 | 21.3 | 23.5 | 24.0 | 30.1 | * | 43.9 | 0.0 | * | * | 48.9 | 39.2 | |
| % WITH CAPABILITY | 24.7 | 60.3 | 50.7 | 43.5 | 27.9 | 10.0 | 12.7 | 0.0 | 0.4 | 7.3 | 8.8 | 19.1 | |
| NEW JERSEY | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1270 | 2901 | 2747 | 2352 | 1822 | 1048 | 864 | 98 | 105 | 473 | 596 | 658 | |
| % STANDARD ERROR | 19.9 | 12.9 | 13.1 | 13.7 | 15.5 | 20.3 | 23.3 | 46.6 | 42.0 | 25.0 | 25.7 | 24.1 | |
| % WITH CAPABILITY | 26.6 | 60.8 | 57.6 | 49.3 | 38.2 | 22.0 | 18.1 | 2.0 | 2.2 | 9.9 | 12.5 | 13.8 | |
| NEW MEXICO | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 641 | 1343 | 1436 | 1404 | 943 | 520 | 174 | 1 | 0 | 311 | 338 | 698 | |
| % STANDARD ERROR | 28.5 | 18.3 | 18.3 | 18.3 | 21.5 | 29.3 | * | * | 0.0 | 31.0 | 29.9 | 24.1 | |
| % WITH CAPABILITY | 25.2 | 52.7 | 56.4 | 55.1 | 37.0 | 20.4 | 6.8 | 0.1 | 0.0 | 12.2 | 13.3 | 27.4 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | VOR NAVIGATION EQUIPMENT | | | | | LONG RANGE NAV EQUIP | | | OTHER NAVIGATION EQUIP | | | |
|----------------|--------------------------|--------------|-----------|------|------|----------------------|-------|-------|------------------------|----------------|------------------|--------------|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHER LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ |
| NEW YORK | 2212 | 4364 | 4267 | 3799 | 2780 | 952 | 1441 | 167 | 107 | 665 | 742 | 1805 |
| | 15.2 | 10.5 | 10.5 | 11.1 | 13.0 | 20.6 | 19.0 | 31.8 | 43.7 | 23.7 | 22.7 | 15.5 |
| | 27.4 | 54.0 | 52.8 | 47.0 | 34.4 | 11.8 | 17.8 | 2.1 | 1.3 | 8.2 | 9.2 | 22.3 |
| NORTH CAROLINA | 1751 | 2816 | 3202 | 3142 | 2044 | 800 | 1209 | 78 | 15 | 440 | 943 | 763 |
| | 17.9 | 13.4 | 12.6 | 12.8 | 14.9 | 24.0 | 20.5 | * | * | 28.0 | 21.7 | 24.4 |
| | 34.5 | 55.5 | 63.1 | 61.9 | 40.3 | 15.8 | 23.8 | 1.5 | 0.3 | 8.7 | 18.6 | 15.0 |
| NORTH DAKOTA | 697 | 513 | 639 | 491 | 326 | 33 | 62 | 2 | 0 | 29 | 61 | 357 |
| | 28.0 | 31.0 | 28.0 | 31.5 | 38.4 | * | * | * | 0.0 | * | * | 36.1 |
| | 45.8 | 33.7 | 42.0 | 32.2 | 21.4 | 2.1 | 4.1 | 0.2 | 0.0 | 1.9 | 4.0 | 23.4 |
| OHIO | 2343 | 5240 | 5344 | 4731 | 2874 | 1252 | 1385 | 147 | 94 | 690 | 868 | 1637 |
| | 14.0 | 9.8 | 9.6 | 10.3 | 12.9 | 19.6 | 18.2 | 37.0 | * | 22.2 | 20.1 | 15.4 |
| | 27.1 | 60.5 | 61.7 | 54.7 | 33.2 | 14.5 | 16.0 | 1.7 | 1.1 | 8.0 | 10.0 | 18.9 |
| OKLAHOMA | 1329 | 2708 | 2409 | 2440 | 1402 | 732 | 882 | 16 | 59 | 342 | 401 | 955 |
| | 19.6 | 13.6 | 14.4 | 14.3 | 18.2 | 24.8 | 24.4 | * | * | 30.8 | 29.2 | 21.8 |
| | 27.3 | 55.7 | 49.5 | 50.2 | 28.8 | 15.1 | 18.1 | 0.3 | 1.4 | 7.0 | 8.2 | 19.6 |
| OREGON | 1587 | 2916 | 3006 | 2861 | 2011 | 679 | 1119 | 43 | 42 | 494 | 340 | 1153 |
| | 18.2 | 12.6 | 12.8 | 12.9 | 15.4 | 25.0 | 20.7 | * | * | 29.9 | 32.9 | 19.4 |
| | 29.5 | 54.2 | 55.9 | 53.2 | 37.4 | 12.6 | 20.8 | 0.8 | 0.8 | 9.2 | 6.3 | 21.4 |
| PENNSYLVANIA | 1937 | 4344 | 4292 | 4024 | 2883 | 1060 | 1350 | 216 | 129 | 788 | 1128 | 1600 |
| | 16.2 | 10.5 | 10.6 | 11.1 | 12.7 | 19.9 | 19.1 | 32.0 | 44.3 | 21.0 | 18.2 | 14.9 |
| | 25.8 | 57.9 | 57.2 | 53.6 | 38.4 | 14.1 | 18.0 | 2.9 | 1.7 | 10.5 | 15.0 | 21.3 |
| RHODE ISLAND | 162 | 379 | 451 | 395 | 215 | 60 | 191 | 41 | 0 | 92 | 50 | 52 |
| | * | 35.5 | 32.8 | 34.7 | 45.2 | * | 49.7 | * | 0.0 | * | * | * |
| | 27.2 | 63.9 | 76.0 | 66.4 | 36.2 | 10.1 | 32.2 | 7.0 | 0.0 | 15.6 | 8.4 | 8.8 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
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| STATE | VOR NAVIGATION EQUIPMENT | | | | | LONG RANGE NAV EQUIP | | | OTHER NAVIGATION EQUIP | | | |
|----------------|--------------------------|--------------|-----------|-------|-------|----------------------|-------|-------|------------------------|----------------|------------------|--------------|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHR LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ |
| SOUTH CAROLINA | 392 | 1442 | 1358 | 1227 | 878 | 425 | 469 | 29 | 11 | 210 | 450 | 263 |
| | ESTIMATED POPULATION | 36.2 | 18.7 | 19.0 | 20.3 | 32.9 | 31.4 | * | * | 45.9 | 31.7 | 36.5 |
| | % STANDARD ERROR | 19.1 | 70.4 | 66.3 | 59.9 | 42.9 | 22.9 | 1.4 | 0.5 | 10.3 | 22.0 | 12.9 |
| SOUTH DAKOTA | 407 | 537 | 614 | 660 | 369 | 71 | 149 | 8 | 8 | 48 | 44 | 562 |
| | ESTIMATED POPULATION | 36.7 | 31.1 | 29.3 | 37.0 | * | * | * | * | * | * | 28.5 |
| | % STANDARD ERROR | 27.4 | 36.2 | 41.3 | 44.4 | 4.8 | 10.0 | 0.5 | 0.6 | 3.2 | 3.0 | 37.8 |
| TENNESSEE | 575 | 2354 | 2175 | 2064 | 1561 | 390 | 841 | 59 | 39 | 285 | 721 | 639 |
| | ESTIMATED POPULATION | 28.2 | 14.8 | 15.4 | 15.7 | 17.8 | 24.4 | * | * | 34.5 | 25.3 | 25.4 |
| | % STANDARD ERROR | 16.1 | 66.1 | 61.0 | 57.9 | 43.8 | 23.6 | 1.7 | 1.1 | 8.0 | 20.2 | 17.9 |
| TEXAS | 5948 | 13274 | 13955 | 13002 | 10299 | 4814 | 2722 | 687 | 203 | 3105 | 3598 | 3882 |
| | ESTIMATED POPULATION | 9.2 | 5.9 | 5.6 | 5.8 | 9.0 | 12.7 | 17.0 | 34.5 | 10.1 | 9.8 | 10.5 |
| | % STANDARD ERROR | 26.6 | 59.4 | 62.4 | 58.2 | 46.1 | 12.2 | 3.1 | 0.9 | 13.9 | 16.1 | 17.4 |
| UTAH | 564 | 754 | 657 | 734 | 434 | 172 | 336 | 8 | 0 | 50 | 70 | 190 |
| | ESTIMATED POPULATION | 32.3 | 25.3 | 27.8 | 26.2 | 33.2 | 38.1 | * | 0.0 | * | * | 46.5 |
| | % STANDARD ERROR | 39.9 | 53.3 | 46.4 | 51.9 | 30.6 | 23.7 | 0.6 | 0.0 | 3.6 | 4.9 | 13.4 |
| VERMONT | 123 | 208 | 163 | 161 | 139 | 28 | 87 | 0 | 0 | 25 | 43 | 117 |
| | ESTIMATED POPULATION | * | 48.8 | * | * | * | * | 0.0 | 0.0 | * | * | * |
| | % STANDARD ERROR | 27.4 | 46.6 | 36.5 | 35.9 | 31.0 | 19.4 | 0.0 | 0.0 | 5.6 | 9.7 | 26.3 |
| VIRGINIA | 998 | 2248 | 2354 | 2260 | 1689 | 777 | 786 | 169 | 59 | 475 | 589 | 333 |
| | ESTIMATED POPULATION | 22.6 | 14.3 | 14.0 | 14.4 | 16.3 | 23.8 | 40.9 | * | 27.7 | 24.8 | 30.7 |
| | % STANDARD ERROR | 29.0 | 65.2 | 68.3 | 65.6 | 49.0 | 22.8 | 4.9 | 1.7 | 13.8 | 17.1 | 9.7 |
| WASHINGTON | 2278 | 3718 | 3517 | 2976 | 1407 | 547 | 823 | 65 | 8 | 195 | 179 | 1962 |
| | ESTIMATED POPULATION | 15.1 | 11.6 | 12.0 | 12.8 | 18.7 | 24.5 | * | * | 43.1 | 44.8 | 14.9 |
| | % STANDARD ERROR | 29.2 | 47.6 | 45.1 | 38.1 | 18.0 | 10.5 | 0.8 | 0.1 | 2.5 | 2.3 | 25.1 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
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| STATE | VOR NAVIGATION EQUIPMENT | | | | | | LONG RANGE NAV EQUIP | | | OTHER NAVIGATION EQUIP | | | |
|-------------------------|--------------------------|--------------|-----------|--------|-------|-------|----------------------|-------|---------------|------------------------|------------------|--------------|--|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHR LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ | |
| WEST VIRGINIA | 435 | 657 | 708 | 678 | 356 | 158 | 190 | 12 | 9 | 93 | 151 | 196 | |
| | 36.5 | 28.0 | 27.0 | 27.9 | 36.1 | * | * | * | * | * | * | 46.6 | |
| | 34.6 | 52.3 | 56.3 | 53.9 | 28.3 | 12.5 | 15.1 | 1.0 | 0.7 | 7.4 | 12.0 | 15.6 | |
| WISCONSIN | 1709 | 2542 | 2571 | 2298 | 1189 | 411 | 912 | 22 | 9 | 397 | 350 | 1102 | |
| | 17.9 | 14.3 | 14.3 | 15.1 | 20.5 | 33.7 | 24.4 | * | * | 33.5 | 35.3 | 19.8 | |
| | 34.1 | 50.7 | 51.2 | 45.8 | 23.7 | 8.2 | 18.2 | 0.4 | 0.2 | 7.9 | 7.0 | 22.0 | |
| WYOMING | 474 | 649 | 707 | 707 | 561 | 245 | 188 | 9 | 2 | 149 | 168 | 249 | |
| | 33.1 | 24.6 | 24.4 | 24.4 | 27.3 | 42.9 | 43.2 | * | * | 42.8 | 39.7 | 43.5 | |
| | 38.2 | 52.3 | 57.0 | 56.9 | 45.2 | 19.8 | 15.2 | 0.7 | 0.2 | 12.0 | 13.5 | 20.1 | |
| PUERTO RICO | 172 | 201 | 258 | 284 | 138 | 22 | 17 | 8 | 5 | 46 | 42 | 34 | |
| | * | 49.7 | 42.0 | 40.1 | * | * | * | * | * | * | * | * | |
| | 43.6 | 51.0 | 65.6 | 72.1 | 34.9 | 5.6 | 4.4 | 2.0 | 1.4 | 11.6 | 10.8 | 8.6 | |
| OTHER U. S. TERRITORIES | 72 | 157 | 209 | 218 | 189 | 28 | 4 | 0 | 0 | 8 | 11 | 1 | |
| | * | * | 45.9 | 45.0 | 46.9 | * | * | 0.0 | 0.0 | * | * | * | |
| | 31.9 | 69.2 | 91.9 | 95.9 | 83.1 | 12.3 | 1.8 | 0.0 | 0.0 | 3.6 | 5.0 | 0.6 | |
| TOTAL | 76402 | 146504 | 144834 | 136350 | 92011 | 34614 | 43249 | 3866 | 1756 | 21863 | 26077 | 54922 | |
| | 2.0 | 1.0 | 0.8 | 0.9 | 1.3 | 2.8 | 2.9 | 5.8 | 11.5 | 2.9 | 2.5 | 1.6 | |
| | 28.5 | 54.6 | 53.9 | 50.8 | 34.3 | 12.9 | 16.1 | 1.4 | 0.7 | 8.1 | 9.7 | 20.5 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 16
GENERAL AVIATION AVIONICS EQUIPMENT
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BASE STATE OF AIRCRAFT
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| STATE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | | |
|----------------------|--------------------------------|------|------|-----------------|------------------|------------------|------------------|--------------|-------------|--|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | NO EQUIP | |
| ALABAMA | | | | | | | | | | |
| ESTIMATED POPULATION | 559 | 959 | 4 | 41 | 226 | 368 | 640 | 34 | 1515 | |
| % STANDARD ERROR | 25.9 | 21.6 | * | * | 48.4 | 37.0 | 24.6 | * | 17.8 | |
| % WITH CAPABILITY | 18.0 | 31.0 | 0.1 | 1.3 | 7.3 | 11.9 | 20.7 | 1.1 | 48.9 | |
| ALASKA | | | | | | | | | | |
| ESTIMATED POPULATION | 174 | 1119 | 58 | 6 | 152 | 271 | 345 | 0 | 7306 | |
| % STANDARD ERROR | 48.3 | 21.3 | * | * | * | 39.3 | 37.2 | 0.0 | 7.2 | |
| % WITH CAPABILITY | 2.0 | 12.5 | 0.6 | 0.1 | 1.7 | 3.0 | 3.9 | 0.0 | 82.0 | |
| ARIZONA | | | | | | | | | | |
| ESTIMATED POPULATION | 706 | 1343 | 80 | 185 | 286 | 849 | 1100 | 42 | 4061 | |
| % STANDARD ERROR | 23.1 | 17.6 | * | 35.4 | 44.1 | 24.8 | 19.7 | * | 10.7 | |
| % WITH CAPABILITY | 10.1 | 19.3 | 1.1 | 2.7 | 4.1 | 12.2 | 15.8 | 0.6 | 58.3 | |
| ARKANSAS | | | | | | | | | | |
| ESTIMATED POPULATION | 360 | 434 | 12 | 65 | 96 | 202 | 626 | 0 | 1818 | |
| % STANDARD ERROR | 36.4 | 32.9 | * | * | * | * | 27.4 | 0.0 | 16.8 | |
| % WITH CAPABILITY | 12.8 | 15.4 | 0.4 | 2.3 | 3.4 | 7.2 | 22.2 | 0.0 | 64.6 | |
| CALIFORNIA | | | | | | | | | | |
| ESTIMATED POPULATION | 3062 | 5544 | 410 | 403 | 2278 | 4949 | 5610 | 187 | 21224 | |
| % STANDARD ERROR | 11.5 | 8.6 | 34.6 | 33.7 | 14.5 | 9.8 | 8.6 | 44.0 | 4.5 | |
| % WITH CAPABILITY | 8.6 | 15.6 | 1.2 | 1.1 | 6.4 | 13.9 | 15.8 | 0.5 | 59.8 | |
| COLORADO | | | | | | | | | | |
| ESTIMATED POPULATION | 615 | 895 | 10 | 9 | 282 | 554 | 903 | 0 | 3200 | |
| % STANDARD ERROR | 26.6 | 22.1 | * | * | 42.4 | 30.3 | 21.6 | 0.0 | 12.4 | |
| % WITH CAPABILITY | 12.2 | 17.7 | 0.2 | 0.2 | 5.6 | 11.0 | 17.9 | 0.0 | 63.4 | |
| CONNECTICUT | | | | | | | | | | |
| ESTIMATED POPULATION | 239 | 590 | 110 | 36 | 167 | 249 | 417 | 2 | 1200 | |
| % STANDARD ERROR | 40.0 | 27.7 | * | * | * | 46.4 | 32.3 | * | 20.8 | |
| % WITH CAPABILITY | 10.9 | 27.0 | 5.0 | 1.6 | 7.6 | 11.4 | 19.1 | 0.1 | 54.9 | |
| DELAWARE | | | | | | | | | | |
| ESTIMATED POPULATION | 210 | 298 | 6 | 18 | 54 | 165 | 260 | 23 | 500 | |
| % STANDARD ERROR | 37.5 | 33.1 | * | * | * | * | 34.8 | * | 31.5 | |
| % WITH CAPABILITY | 20.3 | 28.7 | 0.5 | 1.8 | 5.2 | 15.9 | 25.1 | 2.2 | 48.2 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
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| STATE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | | | NO EQUIP |
|----------------------|--------------------------------|------|------|-----------------|------------------|------------------|------------------|--------------|------|--|-------------|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | | | |
| D. C. | | | | | | | | | | | |
| ESTIMATED POPULATION | 5 | 9 | 0 | 3 | 0 | 0 | 7 | 0 | 8 | | |
| % STANDARD ERROR | * | * | 0.0 | * | 0.0 | 0.0 | * | 0.0 | * | | |
| % WITH CAPABILITY | 24.2 | 44.2 | 0.0 | 17.3 | 0.0 | 0.0 | 37.3 | 0.0 | 42.6 | | |
| FLORIDA | | | | | | | | | | | |
| ESTIMATED POPULATION | 1742 | 2876 | 104 | 288 | 1027 | 2091 | 3058 | 55 | 8106 | | |
| % STANDARD ERROR | 14.9 | 11.5 | * | 38.5 | 22.0 | 15.5 | 11.3 | 34.5 | 7.7 | | |
| % WITH CAPABILITY | 11.4 | 18.8 | 0.7 | 1.9 | 6.7 | 13.7 | 20.0 | 0.4 | 53.1 | | |
| GEORGIA | | | | | | | | | | | |
| ESTIMATED POPULATION | 802 | 1168 | 43 | 6 | 326 | 580 | 986 | 0 | 3045 | | |
| % STANDARD ERROR | 23.1 | 19.8 | * | * | 40.9 | 29.7 | 20.9 | 0.0 | 12.7 | | |
| % WITH CAPABILITY | 15.5 | 22.5 | 0.8 | 0.1 | 6.3 | 11.2 | 19.0 | 0.0 | 58.8 | | |
| HAWAII | | | | | | | | | | | |
| ESTIMATED POPULATION | 33 | 42 | 0 | 0 | 12 | 20 | 29 | 0 | 389 | | |
| % STANDARD ERROR | * | * | 0.0 | 0.0 | * | * | * | 0.0 | 32.4 | | |
| % WITH CAPABILITY | 6.7 | 8.6 | 0.0 | 0.0 | 2.4 | 4.1 | 6.0 | 0.0 | 79.9 | | |
| IDAHO | | | | | | | | | | | |
| ESTIMATED POPULATION | 154 | 406 | 2 | 6 | 242 | 152 | 241 | 48 | 1819 | | |
| % STANDARD ERROR | 47.4 | 33.6 | * | * | 46.3 | * | 41.4 | * | 16.3 | | |
| % WITH CAPABILITY | 5.7 | 15.0 | 0.1 | 0.2 | 8.9 | 5.6 | 8.9 | 1.8 | 67.2 | | |
| ILLINOIS | | | | | | | | | | | |
| ESTIMATED POPULATION | 1054 | 1829 | 78 | 131 | 580 | 1323 | 1809 | 18 | 4998 | | |
| % STANDARD ERROR | 19.2 | 15.5 | 46.5 | 46.3 | 29.6 | 19.5 | 15.8 | * | 9.9 | | |
| % WITH CAPABILITY | 11.6 | 20.2 | 0.9 | 1.4 | 6.4 | 14.6 | 20.0 | 0.2 | 55.2 | | |
| INDIANA | | | | | | | | | | | |
| ESTIMATED POPULATION | 485 | 877 | 73 | 67 | 70 | 748 | 1066 | 67 | 2777 | | |
| % STANDARD ERROR | 28.2 | 22.3 | * | * | * | 26.9 | 21.6 | * | 13.5 | | |
| % WITH CAPABILITY | 10.0 | 18.1 | 1.5 | 1.4 | 1.4 | 15.4 | 21.9 | 1.4 | 57.2 | | |
| IOWA | | | | | | | | | | | |
| ESTIMATED POPULATION | 290 | 433 | 43 | 19 | 200 | 418 | 535 | 0 | 2105 | | |
| % STANDARD ERROR | 38.5 | 31.8 | * | * | * | 36.3 | 29.4 | 0.0 | 15.0 | | |
| % WITH CAPABILITY | 8.7 | 13.0 | 1.3 | 0.6 | 6.0 | 12.5 | 16.0 | 0.0 | 63.1 | | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16
GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

| STATE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | |
|----------------------|--------------------------------|------|------|-----------------|------------------|------------------|------------------|--------------|-------------|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | NO EQUIP |
| KANSAS | | | | | | | | | |
| ESTIMATED POPULATION | 495 | 789 | 238 | 30 | 270 | 761 | 774 | 20 | 2638 |
| % STANDARD ERROR | 29.6 | 23.9 | 41.9 | * | 44.9 | 26.4 | 25.1 | * | 13.7 |
| % WITH CAPABILITY | 10.8 | 17.2 | 5.2 | 0.7 | 5.9 | 16.6 | 16.9 | 0.4 | 57.4 |
| KENTUCKY | | | | | | | | | |
| ESTIMATED POPULATION | 205 | 361 | 8 | 51 | 163 | 266 | 336 | 10 | 1288 |
| % STANDARD ERROR | 47.2 | 33.7 | * | * | * | 44.0 | 36.7 | * | 19.7 |
| % WITH CAPABILITY | 9.7 | 17.0 | 0.4 | 2.4 | 7.7 | 12.5 | 15.8 | 0.5 | 60.7 |
| LOUISIANA | | | | | | | | | |
| ESTIMATED POPULATION | 392 | 819 | 46 | 12 | 118 | 253 | 757 | 3 | 2811 |
| % STANDARD ERROR | 27.8 | 21.7 | * | * | * | 47.3 | 23.6 | * | 13.2 |
| % WITH CAPABILITY | 9.4 | 19.6 | 1.1 | 0.3 | 2.8 | 6.1 | 18.1 | 0.1 | 67.4 |
| MAINE | | | | | | | | | |
| ESTIMATED POPULATION | 94 | 327 | 0 | 0 | 10 | 157 | 136 | 0 | 880 |
| % STANDARD ERROR | * | 42.2 | 0.0 | 0.0 | * | * | * | 0.0 | 22.8 |
| % WITH CAPABILITY | 6.7 | 23.5 | 0.0 | 0.0 | 0.7 | 11.2 | 9.8 | 0.0 | 63.2 |
| MARYLAND | | | | | | | | | |
| ESTIMATED POPULATION | 347 | 782 | 13 | 30 | 282 | 463 | 468 | 65 | 1840 |
| % STANDARD ERROR | 35.8 | 25.0 | * | * | 42.1 | 35.1 | 31.0 | * | 16.4 |
| % WITH CAPABILITY | 10.2 | 22.9 | 0.4 | 0.9 | 8.3 | 13.6 | 13.7 | 1.9 | 54.0 |
| MASSACHUSETTS | | | | | | | | | |
| ESTIMATED POPULATION | 380 | 688 | 26 | 86 | 156 | 565 | 610 | 15 | 2123 |
| % STANDARD ERROR | 32.3 | 25.2 | * | * | * | 30.4 | 26.5 | * | 15.3 |
| % WITH CAPABILITY | 10.3 | 18.6 | 0.7 | 2.3 | 4.2 | 15.3 | 16.5 | 0.4 | 57.5 |
| MICHIGAN | | | | | | | | | |
| ESTIMATED POPULATION | 950 | 1378 | 30 | 40 | 373 | 966 | 1396 | 68 | 5441 |
| % STANDARD ERROR | 19.5 | 17.1 | * | * | 37.4 | 22.8 | 17.1 | * | 9.5 |
| % WITH CAPABILITY | 11.3 | 16.3 | 0.4 | 0.5 | 4.4 | 11.4 | 16.5 | 0.8 | 64.5 |
| MINNESOTA | | | | | | | | | |
| ESTIMATED POPULATION | 423 | 1018 | 49 | 11 | 444 | 346 | 512 | 9 | 4024 |
| % STANDARD ERROR | 31.8 | 21.5 | * | * | 33.7 | 37.1 | 28.8 | * | 10.7 |
| % WITH CAPABILITY | 7.5 | 18.0 | 0.9 | 0.2 | 7.8 | 6.1 | 9.0 | 0.2 | 71.1 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | | | NO EQUIP |
|---------------|--------------------------------|------|------|------------------|------------------|------------------|------------------|--------------|-----|------|-------------|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPTR | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | | | |
| MISSISSIPPI | ESTIMATED POPULATION | 92 | 414 | 0 | 0 | 108 | 175 | 199 | 47 | 1438 | |
| | % STANDARD ERROR | * | 35.1 | 0.0 | 0.0 | * | * | 44.2 | * | 18.7 | |
| | % WITH CAPABILITY | 4.3 | 19.3 | 0.0 | 0.0 | 5.1 | 8.2 | 9.3 | 2.2 | 67.0 | |
| MISSOURI | ESTIMATED POPULATION | 437 | 775 | 86 | 47 | 407 | 514 | 666 | 21 | 3057 | |
| | % STANDARD ERROR | 27.9 | 23.7 | * | * | 34.4 | 32.6 | 26.5 | * | 13.0 | |
| | % WITH CAPABILITY | 8.9 | 15.7 | 1.7 | 1.0 | 8.3 | 10.4 | 13.5 | 0.4 | 62.1 | |
| MONTANA | ESTIMATED POPULATION | 169 | 342 | 0 | 0 | 227 | 213 | 180 | 53 | 1784 | |
| | % STANDARD ERROR | * | 38.7 | 0.0 | 0.0 | 47.4 | * | 47.9 | * | 16.8 | |
| | % WITH CAPABILITY | 6.5 | 13.0 | 0.0 | 0.0 | 8.7 | 8.1 | 6.9 | 2.0 | 68.1 | |
| NEBRASKA | ESTIMATED POPULATION | 249 | 428 | 4 | 71 | 159 | 76 | 396 | 14 | 1720 | |
| | % STANDARD ERROR | 41.0 | 31.5 | * | * | * | * | 34.5 | * | 16.8 | |
| | % WITH CAPABILITY | 9.8 | 16.8 | 0.2 | 2.8 | 6.3 | 3.0 | 15.6 | 0.6 | 67.7 | |
| NEVADA | ESTIMATED POPULATION | 418 | 608 | 158 | 70 | 115 | 276 | 564 | 4 | 1248 | |
| | % STANDARD ERROR | 30.3 | 25.7 | * | * | * | 40.3 | 27.8 | * | 19.1 | |
| | % WITH CAPABILITY | 17.8 | 25.9 | 6.7 | 3.0 | 4.9 | 11.8 | 24.0 | 0.2 | 53.1 | |
| NEW HAMPSHIRE | ESTIMATED POPULATION | 161 | 347 | 1 | 0 | 161 | 43 | 123 | 39 | 1078 | |
| | % STANDARD ERROR | 48.2 | 35.7 | * | 0.0 | * | * | * | * | 20.6 | |
| | % WITH CAPABILITY | 9.6 | 20.6 | 0.1 | 0.0 | 9.6 | 2.6 | 7.3 | 2.3 | 64.0 | |
| NEW JERSEY | ESTIMATED POPULATION | 664 | 1147 | 42 | 25 | 200 | 598 | 935 | 37 | 2728 | |
| | % STANDARD ERROR | 23.8 | 18.5 | * | * | 47.2 | 29.1 | 21.3 | * | 13.6 | |
| | % WITH CAPABILITY | 13.9 | 24.0 | 0.9 | 0.5 | 4.2 | 12.5 | 19.6 | 0.8 | 57.2 | |
| NEW MEXICO | ESTIMATED POPULATION | 496 | 679 | 16 | 1 | 95 | 189 | 630 | 19 | 1491 | |
| | % STANDARD ERROR | 27.5 | 24.3 | * | * | * | * | 25.2 | * | 17.6 | |
| | % WITH CAPABILITY | 19.5 | 26.7 | 0.6 | 0.1 | 3.7 | 7.4 | 24.8 | 0.8 | 58.6 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT

BY

BASE STATE OF AIRCRAFT

1986

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| STATE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | | |
|----------------|--------------------------------|------|------|-----------------|------------------|------------------|------------------|--------------|-------------|--|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | NO EQUIP | |
| NEW YORK | 739 | 1380 | 56 | 57 | 418 | 1162 | 1154 | 0 | 5058 | |
| | 22.1 | 18.0 | * | * | 33.9 | 20.9 | 19.5 | 0.0 | 9.7 | |
| | 9.1 | 17.1 | 0.7 | 0.7 | 5.2 | 14.4 | 14.3 | 0.0 | 62.6 | |
| NORTH CAROLINA | 521 | 1117 | 4 | 45 | 439 | 454 | 1165 | 7 | 2921 | |
| | 26.6 | 20.2 | * | * | 34.9 | 34.0 | 19.4 | * | 13.5 | |
| | 10.3 | 22.0 | 0.1 | 0.9 | 8.7 | 9.0 | 22.9 | 0.1 | 57.5 | |
| NORTH DAKOTA | 45 | 76 | 0 | 0 | 61 | 125 | 194 | 10 | 1130 | |
| | * | * | 0.0 | 0.0 | * | * | * | * | 21.4 | |
| | 2.9 | 5.0 | 0.0 | 0.0 | 4.0 | 8.2 | 12.7 | 0.6 | 74.2 | |
| OHIO | 1018 | 1333 | 137 | 87 | 612 | 1194 | 1498 | 64 | 4960 | |
| | 19.4 | 17.8 | * | * | 28.2 | 20.5 | 17.5 | * | 9.6 | |
| | 11.8 | 15.4 | 1.6 | 1.0 | 7.1 | 13.8 | 17.3 | 0.7 | 57.3 | |
| OKLAHOMA | 570 | 866 | 30 | 27 | 151 | 727 | 896 | 84 | 2760 | |
| | 26.1 | 22.4 | * | * | * | 26.7 | 22.1 | * | 13.5 | |
| | 11.7 | 17.8 | 0.6 | 0.5 | 3.1 | 14.9 | 18.4 | 1.7 | 56.7 | |
| OREGON | 688 | 874 | 7 | 74 | 76 | 576 | 1114 | 72 | 3379 | |
| | 25.1 | 21.6 | * | * | * | 30.4 | 20.0 | * | 11.6 | |
| | 12.8 | 16.2 | 0.1 | 1.4 | 1.4 | 10.7 | 20.7 | 1.3 | 62.8 | |
| PENNSYLVANIA | 1229 | 1962 | 116 | 131 | 382 | 945 | 1758 | 9 | 3995 | |
| | 18.3 | 14.8 | * | * | 37.5 | 23.6 | 15.7 | * | 10.6 | |
| | 16.4 | 26.1 | 1.5 | 1.8 | 5.1 | 12.6 | 23.4 | 0.1 | 53.3 | |
| RHODE ISLAND | 62 | 132 | 0 | 0 | 32 | 75 | 124 | 3 | 328 | |
| | * | * | 0.0 | 0.0 | * | * | * | * | 39.9 | |
| | 10.4 | 22.3 | 0.0 | 0.0 | 5.4 | 12.5 | 20.8 | 0.5 | 55.2 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | | |
|----------------|--------------------------------|------|------|------------------|------------------|------------------|------------------|--------------|-------------|--|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPTR | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | NO EQUIP | |
| SOUTH CAROLINA | 393 | 575 | 23 | 0 | 195 | 269 | 461 | 26 | 963 | |
| | 33.3 | 28.3 | * | 0.0 | * | 42.2 | 32.0 | * | 22.6 | |
| | 19.2 | 28.1 | 1.1 | 0.0 | 9.5 | 13.1 | 22.5 | 1.3 | 47.0 | |
| SOUTH DAKOTA | 91 | 208 | 0 | 4 | 64 | 141 | 203 | 0 | 1033 | |
| | * | 49.6 | 0.0 | * | * | * | 49.8 | 0.0 | 22.1 | |
| | 6.1 | 14.0 | 0.0 | 0.2 | 4.3 | 9.5 | 13.7 | 0.0 | 69.6 | |
| TENNESSEE | 702 | 1019 | 2 | 29 | 173 | 584 | 909 | 2 | 1801 | |
| | 24.9 | 21.2 | * | * | * | 30.6 | 22.6 | * | 16.4 | |
| | 19.7 | 28.6 | 0.0 | 0.8 | 4.9 | 16.4 | 25.5 | 0.0 | 50.6 | |
| TEXAS | 8 | 6355 | 502 | 479 | 1206 | 3103 | 5891 | 389 | 10510 | |
| | 5.6 | 7.9 | 27.8 | 25.5 | 20.4 | 12.8 | 8.3 | 35.1 | 6.7 | |
| | 16.7 | 28.4 | 2.2 | 2.1 | 5.4 | 13.9 | 26.4 | 1.7 | 47.0 | |
| UTAH | 118 | 384 | 17 | 5 | 92 | 263 | 168 | 0 | 703 | |
| | * | 37.6 | * | * | * | 44.8 | * | 0.0 | 26.6 | |
| | 8.3 | 27.1 | 1.2 | 0.4 | 6.5 | 18.6 | 11.9 | 0.0 | 49.7 | |
| VERMONT | 74 | 81 | 2 | 0 | 7 | 6 | 112 | 0 | 282 | |
| | * | * | * | 0.0 | * | * | * | 0.0 | 38.7 | |
| | 16.5 | 18.1 | 0.5 | 0.0 | 1.6 | 1.3 | 25.1 | 0.0 | 63.1 | |
| VIRGINIA | 510 | 809 | 52 | 39 | 293 | 308 | 898 | 0 | 1860 | |
| | 26.9 | 22.4 | * | * | 39.6 | 42.5 | 21.3 | 0.0 | 15.9 | |
| | 14.8 | 23.5 | 1.5 | 1.1 | 8.5 | 8.9 | 26.1 | 0.0 | 54.0 | |
| WASHINGTON | 353 | 932 | 131 | 42 | 409 | 426 | 671 | 38 | 5868 | |
| | 37.4 | 22.5 | * | * | 36.7 | 33.5 | 27.3 | * | 9.1 | |
| | 4.5 | 11.9 | 1.7 | 0.5 | 5.2 | 5.5 | 8.6 | 0.5 | 75.2 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

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| STATE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | | | NO EQUIP |
|------------------------|--------------------------------|-------|------|-----------------|------------------|------------------|------------------|--------------|--|--------|-------------|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | | | |
| WEST VIRGINIA | 152 | 229 | 3 | 12 | 69 | 114 | 186 | 0 | | 828 | |
| | * | 45.4 | * | * | * | * | 48.3 | 0.0 | | 25.5 | |
| | 12.1 | 18.2 | 0.2 | 1.0 | 5.5 | 9.1 | 14.8 | 0.0 | | 65.9 | |
| | | | | | | | | | | | |
| WISCONSIN | 475 | 838 | 16 | 5 | 355 | 422 | 623 | 11 | | 3363 | |
| | 30.3 | 24.4 | * | * | 37.9 | 36.5 | 28.0 | * | | 12.1 | |
| | 9.5 | 16.7 | 0.3 | 0.1 | 7.1 | 8.4 | 12.4 | 0.2 | | 67.0 | |
| | | | | | | | | | | | |
| WYOMING | 199 | 330 | 0 | 0 | 50 | 40 | 295 | 2 | | 786 | |
| | * | 35.3 | 0.0 | 0.0 | * | * | 39.7 | * | | 24.4 | |
| | 16.0 | 26.6 | 0.0 | 0.0 | 4.0 | 3.2 | 23.8 | 0.2 | | 63.4 | |
| | | | | | | | | | | | |
| PUERTO RICO | 51 | 66 | 5 | 5 | 37 | 24 | 60 | 4 | | 249 | |
| | * | * | * | * | * | * | * | * | | 43.4 | |
| | 13.0 | 16.8 | 1.4 | 1.4 | 9.5 | 6.1 | 15.2 | 1.1 | | 63.1 | |
| | | | | | | | | | | | |
| OTHER U.S. TERRITORIES | 9 | 39 | 4 | 1 | 69 | 64 | 48 | 0 | | 45 | |
| | * | * | * | * | * | * | * | 0.0 | | * | |
| | 4.1 | 17.3 | 1.8 | 0.6 | 30.6 | 28.2 | 21.3 | 0.0 | | 19.9 | |
| | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | |
| ESTIMATED POPULATION | -5611 | 51707 | 3031 | 2992 | 15253 | 30896 | 46628 | 1730 | | 160814 | |
| % STANDARD ERROR | 2.7 | 2.2 | 11.2 | 10.4 | 5.3 | 3.3 | 1.9 | 16.0 | | 0.8 | |
| % WITH CAPABILITY | 11.0 | 19.3 | 1.1 | 1.1 | 5.7 | 11.5 | 17.4 | 0.6 | | 59.9 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

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| REGION | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | |
|--------------------|--------------------|-----------|-----------|-----------|-----------------------|----------------|-------------|------------------------------|--------------|----------------|------|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTT ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS |
| ALASKAN | | | | | | | | | | | | |
| | 4431 | 3584 | 2613 | 963 | 3847 | 1153 | 5067 | 2944 | 2227 | 2116 | 0 | 5754 |
| | 9.6 | 11.0 | 13.0 | 20.1 | 10.8 | 20.0 | 8.7 | 12.1 | 13.6 | 14.0 | 0.0 | 8.3 |
| % WITH CAPABILITY | 49.7 | 40.2 | 29.3 | 10.8 | 43.2 | 12.9 | 56.8 | 33.0 | 25.0 | 23.7 | 0.0 | 64.6 |
| CENTRAL | | | | | | | | | | | | |
| | 5626 | 7245 | 7271 | 3322 | 9694 | 4328 | 5696 | 7293 | 6685 | 6111 | 89 | 7826 |
| | 9.4 | 8.2 | 8.2 | 11.5 | 7.2 | 10.5 | 8.7 | 8.2 | 8.5 | 8.9 | * | 7.7 |
| % WITH CAPABILITY | 36.6 | 47.1 | 47.2 | 21.6 | 63.0 | 28.1 | 37.0 | 47.4 | 43.4 | 39.7 | 0.6 | 50.9 |
| EASTERN | | | | | | | | | | | | |
| | 10295 | 16964 | 16262 | 3807 | 20227 | 12727 | 9297 | 17338 | 16392 | 15292 | 100 | 11891 |
| | 6.9 | 5.1 | 5.2 | 10.1 | 4.7 | 5.9 | 6.7 | 5.0 | 5.2 | 5.4 | * | 6.1 |
| % WITH CAPABILITY | 34.9 | 57.5 | 55.1 | 12.9 | 68.5 | 43.1 | 31.5 | 58.7 | 55.5 | 51.8 | 0.3 | 40.3 |
| GREAT LAKES | | | | | | | | | | | | |
| | 17244 | 22486 | 22394 | 7428 | 27507 | 13614 | 17188 | 23380 | 21607 | 20100 | 403 | 20631 |
| | 5.2 | 4.5 | 4.4 | 7.1 | 4.0 | 5.7 | 4.8 | 4.3 | 4.5 | 4.7 | 35.7 | 4.5 |
| % WITH CAPABILITY | 38.6 | 50.3 | 50.1 | 16.6 | 61.5 | 30.5 | 38.5 | 52.3 | 48.3 | 45.0 | 0.9 | 46.2 |
| NEW ENGLAND | | | | | | | | | | | | |
| | 3176 | 5537 | 4712 | 1572 | 6756 | 3640 | 3244 | 5460 | 4903 | 4424 | 76 | 4451 |
| | 12.3 | 9.4 | 10.1 | 17.1 | 8.5 | 11.4 | 11.7 | 9.4 | 10.0 | 10.5 | * | 10.2 |
| % WITH CAPABILITY | 31.8 | 55.4 | 47.1 | 15.7 | 67.6 | 36.4 | 32.4 | 54.6 | 49.0 | 44.2 | 0.8 | 44.5 |
| NORTHWEST MOUNTAIN | | | | | | | | | | | | |
| | 9725 | 13197 | 11992 | 4062 | 16490 | 7710 | 9722 | 12584 | 11555 | 10457 | 164 | 13080 |
| | 7.1 | 5.9 | 6.2 | 10.3 | 5.3 | 7.7 | 6.7 | 6.0 | 6.3 | 6.6 | 47.4 | 5.8 |
| % WITH CAPABILITY | 37.1 | 50.3 | 45.7 | 15.5 | 62.9 | 29.4 | 37.1 | 48.0 | 44.1 | 39.9 | 0.6 | 49.9 |
| SOUTHERN | | | | | | | | | | | | |
| | 12720 | 23241 | 21605 | 5071 | 29379 | 17047 | 9742 | 24014 | 22043 | 20570 | 335 | 14574 |
| | 6.2 | 4.3 | 4.4 | 9.1 | 3.8 | 4.9 | 6.5 | 4.2 | 4.4 | 4.5 | 36.9 | 5.5 |
| % WITH CAPABILITY | 32.5 | 59.4 | 55.2 | 13.0 | 75.1 | 43.6 | 24.9 | 61.4 | 56.3 | 52.6 | 0.9 | 37.3 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

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| REGION | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | | PRECISION APPROACH EQUIPMENT | | | | |
|-----------------|--------------------|-----------|-----------|-----------|-----------------------|-----------------|-------------|--------|------------------------------|----------------|------|-----------|--|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTIT ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS | |
| SOUTHWESTERN | 11302 | 21054 | 19567 | 5818 | 25715 | 14825 | 11034 | 21388 | 19995 | 18960 | 265 | 14889 | |
| | 6.5 | 4.5 | 4.7 | 8.5 | 4.1 | 5.4 | 6.3 | 4.5 | 4.6 | 4.7 | 37.4 | 5.4 | |
| | 30.8 | 57.3 | 53.2 | 15.8 | 70.0 | 40.3 | 30.0 | 58.2 | 54.4 | 51.6 | 0.7 | 40.5 | |
| | | | | | | | | | | | | | |
| WESTERN-PACIFIC | 15934 | 26750 | 23999 | 4919 | 32752 | 19727 | 12548 | 25505 | 23956 | 22391 | 182 | 18692 | |
| | 5.3 | 4.0 | 4.2 | 8.8 | 3.6 | 4.6 | 5.5 | 4.1 | 4.2 | 4.4 | 41.9 | 4.6 | |
| | 35.2 | 59.0 | 53.0 | 10.9 | 72.3 | 43.5 | 27.7 | 56.3 | 52.9 | 49.4 | 0.4 | 41.3 | |
| | | | | | | | | | | | | | |
| TOTAL | 94274 | 146544 | 136213 | 39907 | 179623 | 98734 | 88913 | 146067 | 134952 | 125804 | 1639 | 117864 | |
| | 1.7 | 1.1 | 1.0 | 2.3 | 0.6 | 1.4 | 1.3 | 0.8 | 0.9 | 1.0 | 16.1 | 1.0 | |
| | 35.1 | 54.6 | 50.7 | 14.9 | 66.9 | 36.8 | 33.1 | 54.4 | 50.3 | 46.8 | 0.6 | 43.9 | |
| | | | | | | | | | | | | | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

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| REGION | VOR NAVIGATION EQUIPMENT | | | | | LONG RANGE NAV EQUIP | | | OTHER NAVIGATION EQUIP | | | |
|----------------------|--------------------------|--------------|-----------|-------|-------|----------------------|-------|-------|------------------------|----------------|------------------|--------------|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHR LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ |
| ALASKAN | | | | | | | | | | | | |
| ESTIMATED POPULATION | 3172 | 3382 | 2516 | 4827 | 998 | 327 | 1664 | 9 | 36 | 226 | 144 | 1863 |
| % STANDARD ERROR | 11.5 | 11.3 | 12.9 | 9.4 | 21.5 | 37.2 | 14.9 | * | * | 45.0 | * | 14.5 |
| % WITH CAPABILITY | 35.6 | 37.9 | 28.2 | 54.2 | 11.2 | 3.7 | 18.7 | 0.1 | 0.4 | 2.5 | 1.6 | 22.0 |
| CENTRAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 4643 | 7713 | 7682 | 7140 | 4551 | 2062 | 1992 | 298 | 59 | 933 | 1339 | 3989 |
| % STANDARD ERROR | 10.4 | 8.0 | 7.9 | 8.2 | 10.1 | 14.9 | 15.8 | 29.2 | * | 19.5 | 16.7 | 10.3 |
| % WITH CAPABILITY | 30.2 | 50.1 | 49.9 | 46.4 | 29.6 | 13.4 | 12.9 | 1.9 | 0.4 | 6.1 | 8.7 | 25.9 |
| EASTERN | | | | | | | | | | | | |
| ESTIMATED POPULATION | 8110 | 17245 | 17182 | 15596 | 11008 | 4482 | 5580 | 740 | 442 | 2872 | 3657 | 5315 |
| % STANDARD ERROR | 7.8 | 5.1 | 5.1 | 5.3 | 6.2 | 9.5 | 9.3 | 17.2 | 21.7 | 10.6 | 9.9 | 8.3 |
| % WITH CAPABILITY | 27.5 | 58.4 | 58.2 | 52.8 | 37.3 | 15.2 | 18.9 | 2.5 | 1.5 | 9.7 | 12.4 | 18.0 |
| GREAT LAKES | | | | | | | | | | | | |
| ESTIMATED POPULATION | 13050 | 23761 | 24193 | 22271 | 13973 | 5931 | 6798 | 493 | 256 | 3382 | 3903 | 9596 |
| % STANDARD ERROR | 6.1 | 4.4 | 4.3 | 4.4 | 5.6 | 8.5 | 8.2 | 18.7 | 33.4 | 10.2 | 9.4 | 6.2 |
| % WITH CAPABILITY | 29.2 | 53.2 | 54.1 | 49.8 | 31.3 | 13.3 | 15.2 | 1.1 | 0.6 | 7.6 | 8.7 | 21.5 |
| NEW ENGLAND | | | | | | | | | | | | |
| ESTIMATED POPULATION | 2586 | 5331 | 5202 | 4875 | 3035 | 960 | 2017 | 168 | 19 | 935 | 798 | 2237 |
| % STANDARD ERROR | 13.9 | 9.6 | 9.7 | 9.9 | 12.3 | 20.7 | 15.5 | 46.6 | * | 19.8 | 21.5 | 14.1 |
| % WITH CAPABILITY | 25.9 | 53.3 | 52.0 | 48.7 | 30.4 | 9.6 | 20.2 | 1.7 | 0.2 | 9.4 | 8.0 | 22.4 |
| NORTHWEST MOUNTAIN | | | | | | | | | | | | |
| ESTIMATED POPULATION | 8121 | 13076 | 12439 | 11934 | 7796 | 2601 | 3978 | 169 | 111 | 1630 | 1562 | 5891 |
| % STANDARD ERROR | 7.9 | 5.9 | 6.1 | 6.2 | 7.6 | 13.0 | 10.9 | 40.2 | * | 15.1 | 14.8 | 8.3 |
| % WITH CAPABILITY | 31.0 | 49.9 | 47.5 | 45.5 | 29.7 | 9.9 | 15.2 | 0.6 | 0.4 | 6.2 | 6.0 | 22.5 |
| SOUTHERN | | | | | | | | | | | | |
| ESTIMATED POPULATION | 9991 | 23773 | 22960 | 21962 | 15667 | 5749 | 8685 | 592 | 177 | 3621 | 5613 | 6549 |
| % STANDARD ERROR | 7.0 | 4.3 | 4.3 | 4.4 | 5.1 | 8.4 | 7.3 | 18.3 | 36.1 | 9.3 | 8.0 | 7.7 |
| % WITH CAPABILITY | 25.5 | 60.8 | 58.7 | 56.1 | 40.0 | 14.7 | 22.2 | 1.5 | 0.5 | 9.3 | 14.3 | 16.7 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

PAGE 4 OF 6

| REGION | VOR NAVIGATION EQUIPMENT | | | | LONG RANGE NAV EQUIP | | | | OTHER NAVIGATION EQUIP | | | |
|---|--------------------------|-----------------------|-----------------------|-----------------------|----------------------|----------------------|----------------------|--------------------|------------------------|---------------------|---------------------|----------------------|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHER LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ |
| SOUTHWESTERN ESTIMATED POPULATION % STANDARD ERROR % WITH CAPABILITY | 9230 7.3 25.1 | 21074 4.6 57.3 | 21159 4.5 57.6 | 20670 4.5 56.2 | 14902 5.2 40.6 | 6777 7.5 18.4 | 5433 8.9 14.8 | 769 15.7 2.1 | 287 28.2 0.8 | 4497 8.1 12.2 | 5298 7.8 14.4 | 7119 7.6 19.4 |
| | 14107 5.7 31.1 | 25140 4.1 55.5 | 25480 4.0 56.2 | 22016 4.3 48.6 | 16379 5.1 36.2 | 4508 9.5 10.0 | 5747 8.7 12.7 | 364 23.3 0.8 | 222 35.4 0.5 | 2798 10.8 6.2 | 2615 11.2 5.8 | 8617 6.4 19.0 |
| | 76402 2.0 28.5 | 146504 1.0 54.6 | 144834 0.8 53.9 | 136350 0.9 50.8 | 92011 1.3 34.3 | 34614 2.8 12.9 | 43249 2.9 16.1 | 3866 5.8 1.4 | 1756 11.5 0.7 | 21863 2.9 8.1 | 26077 2.5 9.7 | 54922 1.6 20.5 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 17
GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

| REGION | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | | |
|--------------------|--------------------------------|------|------|-----------------|------------------|------------------|------------------|--------------|-------------|--|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | NO EQUIP | |
| ALASKAN | 174 | 1119 | 58 | 6 | 152 | 271 | 345 | 0 | 7306 | |
| | 48.3 | 21.3 | * | * | * | 39.3 | 37.2 | 0.0 | 7.2 | |
| | 2.0 | 12.5 | 0.6 | 0.1 | 1.7 | 3.0 | 3.9 | 0.0 | 82.0 | |
| CENTRAL | 1472 | 2424 | 371 | 166 | 1036 | 1769 | 2371 | 55 | 9520 | |
| | 16.0 | 13.2 | 33.5 | 41.3 | 22.1 | 17.2 | 13.9 | * | 7.1 | |
| | 9.6 | 15.8 | 2.4 | 1.1 | 6.7 | 11.5 | 15.4 | 0.4 | 61.9 | |
| EASTERN | 3857 | 6614 | 287 | 317 | 1697 | 3756 | 5667 | 134 | 16817 | |
| | 9.7 | 7.9 | 29.1 | 29.3 | 16.8 | 11.6 | 8.4 | 48.2 | 5.1 | |
| | 13.1 | 22.4 | 1.0 | 1.1 | 5.7 | 12.7 | 19.2 | 0.5 | 57.0 | |
| GREAT LAKES | 4541 | 7558 | 383 | 345 | 2558 | 5266 | 7301 | 247 | 27728 | |
| | 9.0 | 7.4 | 28.6 | 26.4 | 13.9 | 9.6 | 7.5 | 42.1 | 3.9 | |
| | 10.2 | 16.9 | 0.9 | 0.8 | 5.7 | 11.8 | 16.3 | 0.6 | 62.0 | |
| NEW ENGLAND | 1009 | 2164 | 140 | 122 | 533 | 1094 | 1522 | 59 | 5891 | |
| | 20.0 | 14.5 | * | * | 30.6 | 21.8 | 17.0 | * | 9.0 | |
| | 10.1 | 21.6 | 1.4 | 1.2 | 5.3 | 10.9 | 15.2 | 0.6 | 58.9 | |
| NORTHWEST MOUNTAIN | 2297 | 4163 | 167 | 137 | 1378 | 2223 | 3573 | 213 | 17540 | |
| | 13.9 | 10.3 | * | * | 19.4 | 15.0 | 11.0 | * | 5.1 | |
| | 8.8 | 15.9 | 0.6 | 0.5 | 5.3 | 8.5 | 13.6 | 0.8 | 66.9 | |
| SOUTHERN | 5077 | 8594 | 197 | 467 | 2765 | 4875 | 7863 | 187 | 21362 | |
| | 8.5 | 6.8 | 42.4 | 28.9 | 13.4 | 10.0 | 6.8 | 41.5 | 4.6 | |
| | 13.0 | 22.0 | 0.5 | 1.2 | 7.1 | 12.5 | 20.1 | 0.5 | 54.6 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

PAGE 6 OF 6

| REGION | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | | | NO EQUIP |
|-----------------|--------------------------------|-------|------|-----------------|------------------|------------------|------------------|--------------|--|--------|-------------|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | | | |
| SOUTHWESTERN | 5545 | 9153 | 606 | 584 | 1666 | 4474 | 8799 | 496 | | 19391 | |
| | 7.7 | 6.5 | 24.4 | 24.0 | 17.1 | 10.6 | 6.6 | 31.3 | | 4.8 | |
| | 15.1 | 24.9 | 1.6 | 1.6 | 4.5 | 12.2 | 23.9 | 1.4 | | 52.8 | |
| WESTERN-PACIFIC | 4218 | 7536 | 647 | 658 | 2690 | 6094 | 7304 | 233 | | 26931 | |
| | 9.6 | 7.3 | 26.5 | 23.8 | 13.4 | 8.8 | 7.4 | 40.4 | | 3.9 | |
| | 9.3 | 16.6 | 1.4 | 1.5 | 5.9 | 13.5 | 16.1 | 0.5 | | 59.5 | |
| TOTAL | 29611 | 51707 | 3031 | 2992 | 15253 | 30896 | 46628 | 1730 | | 160814 | |
| | 2.7 | 2.2 | 11.2 | 10.4 | 5.3 | 3.3 | 1.9 | 16.0 | | 0.8 | |
| | 11.0 | 19.3 | 1.1 | 1.1 | 5.7 | 11.5 | 17.4 | 0.6 | | 59.9 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

PAGE 1 OF 6

| PRIMARY USE | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | |
|----------------------|--------------------|-----------|-----------|-----------|-----------------------|-----------------|-------------|------------------------------|--------------|----------------|------|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTIT ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS |
| EXECUTIVE | 1318 | 11161 | 10690 | 8 | 12032 | 11080 | 101 | 11598 | 11469 | 11031 | 120 | 515 |
| | 16.1 | 4.4 | 4.6 | * | 4.2 | 4.4 | * | 4.3 | 4.3 | 4.3 | 37.8 | 24.3 |
| | 10.9 | 92.0 | 88.1 | 0.1 | 99.2 | 91.3 | 0.8 | 95.6 | 94.5 | 90.9 | 1.0 | 4.2 |
| BUSINESS | 13409 | 32743 | 35381 | 623 | 40820 | 29584 | 3033 | 37409 | 36245 | 35047 | 263 | 5897 |
| | 5.8 | 3.3 | 3.1 | 27.4 | 2.8 | 3.4 | 11.8 | 3.0 | 3.0 | 3.1 | 37.3 | 8.6 |
| | 30.6 | 74.7 | 80.7 | 1.4 | 93.1 | 67.5 | 6.9 | 85.3 | 82.7 | 79.9 | 0.6 | 13.4 |
| PERSONAL | 51779 | 63805 | 59688 | 12306 | 82193 | 35047 | 38401 | 62529 | 57143 | 51317 | 719 | 55151 |
| | 2.5 | 2.3 | 2.2 | 4.8 | 1.8 | 3.3 | 2.4 | 2.2 | 2.3 | 2.5 | 26.3 | 2.0 |
| | 42.9 | 52.9 | 49.5 | 10.2 | 68.2 | 29.1 | 31.8 | 51.9 | 47.4 | 42.6 | 0.6 | 45.7 |
| INSTRUCTIONAL | 5587 | 9572 | 6125 | 853 | 12140 | 4426 | 3541 | 8104 | 6337 | 5933 | 2 | 7379 |
| | 9.8 | 7.3 | 9.3 | 19.6 | 6.4 | 11.0 | 11.5 | 8.1 | 9.2 | 9.5 | * | 8.0 |
| | 35.6 | 61.0 | 39.1 | 5.4 | 77.4 | 28.2 | 22.6 | 51.7 | 40.4 | 37.8 | 0.0 | 47.1 |
| AERIAL APPLICATION | 851 | 1293 | 592 | 4835 | 653 | 379 | 6289 | 443 | 362 | 362 | 0 | 6499 |
| | 20.6 | 16.5 | 24.9 | 5.6 | 22.3 | 30.1 | 3.6 | 28.5 | 32.3 | 32.3 | 0.0 | 3.6 |
| | 12.3 | 18.6 | 8.5 | 69.7 | 9.4 | 5.5 | 90.6 | 6.4 | 5.2 | 5.2 | 0.0 | 93.6 |
| AERIAL OBSERVATION | 1643 | 2777 | 2658 | 453 | 3428 | 1836 | 1303 | 2475 | 2279 | 2193 | 32 | 2191 |
| | 16.9 | 12.4 | 13.4 | 28.8 | 11.2 | 15.4 | 18.0 | 13.7 | 14.5 | 14.7 | * | 13.1 |
| | 34.7 | 58.7 | 56.2 | 9.6 | 72.5 | 38.8 | 27.5 | 52.3 | 48.2 | 46.4 | 0.7 | 46.3 |
| OTHER WORK USE | 343 | 634 | 297 | 217 | 568 | 340 | 589 | 199 | 163 | 139 | 9 | 944 |
| | 37.7 | 26.0 | 41.7 | 40.4 | 27.6 | 37.2 | 26.7 | 48.4 | * | * | * | 21.0 |
| | 29.7 | 54.8 | 25.7 | 18.7 | 49.1 | 29.4 | 50.9 | 17.2 | 14.1 | 12.0 | 0.8 | 81.6 |
| COMMUTER AIR CARRIER | 313 | 1423 | 1280 | 0 | 1533 | 1129 | 196 | 1516 | 1401 | 1350 | 86 | 213 |
| | 37.1 | 12.0 | 11.2 | 0.0 | 11.4 | 12.5 | 47.6 | 11.5 | 11.2 | 11.7 | 47.0 | 44.1 |
| | 18.1 | 82.3 | 74.0 | 0.0 | 38.7 | 65.3 | 11.3 | 87.7 | 81.0 | 78.1 | 5.0 | 12.3 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

PAGE 2 OF 6

| PRIMARY USE | VHF COMMUNICATIONS | | | | TRANSPONDER EQUIPMENT | | | PRECISION APPROACH EQUIPMENT | | | | |
|----------------------|--------------------|-----------|-----------|-----------|-----------------------|-----------------|-------------|------------------------------|--------------|----------------|------|-----------|
| | 360 CH | 720 CH | 2+ SYS | NO VHF | 4096 CODE | ALTIT ENCODE | NO TRANS | LOCAL | MRKR BECN | GLIDE SLOPE | MLS | NO ILS |
| AIR TAXI | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1337 | 6352 | 5520 | 43 | 6732 | 5326 | 755 | 6035 | 5703 | 5595 | 66 | 1445 |
| % STANDARD ERROR | 18.6 | 7.4 | 8.2 | * | 7.3 | 8.4 | 23.6 | 7.8 | 8.0 | 8.1 | * | 16.0 |
| % WITH CAPABILITY | 17.9 | 84.8 | 73.7 | 0.6 | 89.9 | 71.1 | 10.1 | 80.6 | 76.2 | 74.7 | 0.9 | 19.3 |
| OTHER | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1573 | 3327 | 2532 | 844 | 3262 | 2136 | 2402 | 3039 | 2513 | 2696 | 102 | 2525 |
| % STANDARD ERROR | 16.5 | 10.6 | 12.2 | 23.4 | 10.8 | 13.2 | 13.1 | 11.4 | 12.0 | 11.9 | * | 12.6 |
| % WITH CAPABILITY | 27.8 | 58.7 | 44.7 | 14.9 | 57.6 | 37.7 | 42.4 | 53.7 | 44.4 | 47.6 | 1.8 | 44.6 |
| INACTIVE | | | | | | | | | | | | |
| ESTIMATED POPULATION | 16651 | 11229 | 10531 | 21071 | 14692 | 6139 | 33639 | 11491 | 10452 | 8971 | 244 | 36004 |
| % STANDARD ERROR | 4.0 | 5.4 | 4.7 | 2.8 | 3.5 | 6.3 | 1.5 | 4.2 | 4.1 | 5.0 | 48.2 | 1.4 |
| % WITH CAPABILITY | 34.5 | 23.2 | 21.8 | 43.6 | 30.4 | 12.7 | 69.6 | 23.8 | 21.6 | 18.6 | 0.5 | 74.5 |
| TOTAL | | | | | | | | | | | | |
| ESTIMATED POPULATION | 94274 | 146544 | 136213 | 39907 | 179623 | 98734 | 88913 | 146067 | 134952 | 125804 | 1639 | 117864 |
| % STANDARD ERROR | 1.7 | 1.1 | 1.0 | 2.3 | 0.6 | 1.4 | 1.3 | 0.8 | 0.9 | 1.0 | 16.1 | 1.0 |
| % WITH CAPABILITY | 35.1 | 54.6 | 50.7 | 14.9 | 66.9 | 36.8 | 33.1 | 54.4 | 50.3 | 46.8 | 0.6 | 43.9 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

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| PRIMARY USE | VOR NAVIGATION EQUIPMENT | | | | LONG RANGE NAV EQUIP | | | | OTHER NAVIGATION EQUIP | | | |
|----------------------|--------------------------|--------------|-----------|-------|----------------------|-------|-------|-------|------------------------|----------------|------------------|--------------|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHR LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ |
| EXECUTIVE | | | | | | | | | | | | |
| | 1500 | 10766 | 11451 | 11667 | 11163 | 7596 | 3536 | 2590 | 802 | 8153 | 8708 | 61 |
| | 14.2 | 4.5 | 4.3 | 4.2 | 4.3 | 5.4 | 9.1 | 6.6 | 11.9 | 4.4 | 4.4 | * |
| BUSINESS | | | | | | | | | | | | |
| | 12.4 | 88.7 | 94.4 | 96.2 | 92.0 | 62.6 | 29.1 | 21.4 | 6.6 | 67.2 | 71.8 | 0.5 |
| | | | | | | | | | | | | |
| PERSONAL | | | | | | | | | | | | |
| | 12507 | 32934 | 37686 | 36957 | 30559 | 12441 | 12081 | 270 | 232 | 5687 | 7721 | 1081 |
| | 6.0 | 3.2 | 2.9 | 3.0 | 3.3 | 5.5 | 6.0 | 35.2 | 38.8 | 7.8 | 6.8 | 20.8 |
| INSTRUCTIONAL | | | | | | | | | | | | |
| | 40617 | 66281 | 64459 | 55844 | 30303 | 7568 | 19266 | 116 | 279 | 2337 | 2576 | 19201 |
| | 3.0 | 2.2 | 2.1 | 2.4 | 3.6 | 7.8 | 4.8 | * | 42.1 | 13.9 | 13.1 | 3.2 |
| AERIAL APPLICATION | | | | | | | | | | | | |
| | 5488 | 9262 | 6466 | 6495 | 2995 | 544 | 752 | 9 | 0 | 210 | 132 | 1635 |
| | 10.0 | 7.5 | 9.0 | 9.1 | 13.1 | 28.6 | 25.8 | * | 0.0 | * | * | 14.7 |
| AERIAL OBSERVATION | | | | | | | | | | | | |
| | 194 | 534 | 434 | 449 | 133 | 5 | 271 | 3 | 0 | 72 | 30 | 6207 |
| | 43.5 | 21.7 | 27.0 | 26.5 | 45.0 | * | 23.3 | * | 0.0 | 25.6 | * | 3.7 |
| OTHER WORK USE | | | | | | | | | | | | |
| | 200 | 332 | 207 | 260 | 67 | 66 | 49 | 1 | 0 | 34 | 25 | 575 |
| | 47.5 | 36.5 | 47.5 | 39.6 | * | * | * | * | 0.0 | * | * | 27.1 |
| COMMUTER AIR CARRIER | | | | | | | | | | | | |
| | 270 | 1372 | 1364 | 1548 | 1175 | 312 | 101 | 0 | 0 | 455 | 892 | 22 |
| | 35.8 | 11.4 | 11.3 | 10.5 | 10.2 | 32.3 | * | 0.0 | 0.0 | 25.2 | 12.6 | * |
| COMMUTER AIR CARRIER | | | | | | | | | | | | |
| | 15.6 | 79.3 | 78.9 | 89.5 | 68.0 | 18.1 | 5.9 | 0.0 | 0.0 | 26.3 | 51.6 | 1.3 |
| | | | | | | | | | | | | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

PAGE 4 OF 6

| PRIMARY USE | VOR NAVIGATION EQUIPMENT | | | | | LONG RANGE NAV EQUIP | | | | OTHER NAVIGATION EQUIP | | | |
|----------------------|--------------------------|--------------|-----------|--------|-------|----------------------|-------|-------|---------------|------------------------|------------------|--------------|--|
| | VOR 100CH | VOR 200CH | 2+ VOR | ADF | DME | RNAV | LORAN | OMEGA | OTHR LRNAV | RADAR ALTIM | WEATHER RADAR | NO NAV EQ | |
| AIR TAXI | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1271 | 5866 | 5545 | 6508 | 5250 | 2445 | 1642 | 292 | 48 | 2035 | 2993 | 269 | |
| % STANDARD ERROR | 17.5 | 8.0 | 8.2 | 7.5 | 8.3 | 12.5 | 13.2 | 26.0 | * | 11.8 | 10.3 | 41.1 | |
| % WITH CAPABILITY | 17.0 | 78.4 | 74.1 | 86.9 | 70.1 | 32.7 | 21.9 | 3.9 | 0.6 | 27.2 | 40.0 | 3.6 | |
| OTHER | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 1186 | 2744 | 2562 | 2633 | 1969 | 842 | 1355 | 224 | 186 | 875 | 863 | 1583 | |
| % STANDARD ERROR | 18.9 | 11.9 | 12.3 | 12.1 | 13.1 | 21.0 | 17.1 | 30.8 | 26.2 | 16.4 | 17.6 | 16.2 | |
| % WITH CAPABILITY | 20.9 | 48.5 | 45.2 | 46.5 | 34.8 | 14.9 | 23.9 | 4.0 | 3.3 | 15.4 | 15.2 | 28.0 | |
| INACTIVE | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 12052 | 12883 | 11629 | 10712 | 6266 | 1806 | 2376 | 311 | 160 | 1243 | 1614 | 24144 | |
| % STANDARD ERROR | 5.1 | 4.8 | 4.1 | 3.8 | 5.9 | 13.1 | 14.2 | 18.4 | 41.5 | 11.9 | 13.6 | 2.3 | |
| % WITH CAPABILITY | 24.9 | 26.7 | 24.1 | 22.2 | 13.0 | 3.7 | 4.9 | 0.6 | 0.3 | 2.6 | 3.3 | 50.0 | |
| TOTAL | | | | | | | | | | | | | |
| ESTIMATED POPULATION | 76402 | 146504 | 144834 | 136350 | 92011 | 34614 | 43249 | 3866 | 1756 | 21863 | 26077 | 54922 | |
| % STANDARD ERROR | 2.0 | 1.0 | 0.8 | 0.9 | 1.3 | 2.8 | 2.9 | 5.8 | 11.5 | 2.9 | 2.5 | 1.6 | |
| % WITH CAPABILITY | 28.5 | 54.6 | 53.9 | 50.8 | 34.3 | 12.9 | 16.1 | 1.4 | 0.7 | 8.1 | 9.7 | 20.5 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: CO:UNN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

PAGE 5 OF 6

| PRIMARY USE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | |
|----------------------|--------------------------------|-------|------|-----------------|------------------|------------------|------------------|--------------|-------------|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | NO EQUIP |
| EXECUTIVE | | | | | | | | | |
| ESTIMATED POPULATION | 8896 | 10252 | 896 | 1055 | 310 | 637 | 9621 | 335 | 706 |
| % STANDARD ERROR | 4.3 | 4.3 | 15.2 | 13.8 | 37.0 | 26.3 | 4.4 | 31.3 | 22.8 |
| % WITH CAPABILITY | 73.3 | 84.5 | 7.4 | 8.7 | 2.6 | 5.2 | 79.3 | 2.8 | 5.8 |
| BUSINESS | | | | | | | | | |
| ESTIMATED POPULATION | 9299 | 15533 | 820 | 668 | 4522 | 9434 | 16611 | 623 | 10885 |
| % STANDARD ERROR | 6.2 | 4.8 | 24.0 | 26.6 | 10.2 | 7.0 | 4.4 | 28.8 | 6.4 |
| % WITH CAPABILITY | 21.2 | 35.4 | 1.9 | 1.5 | 10.3 | 21.5 | 37.9 | 1.4 | 24.8 |
| PERSONAL | | | | | | | | | |
| ESTIMATED POPULATION | 4899 | 14512 | 919 | 539 | 7719 | 16473 | 9340 | 422 | 79877 |
| % STANDARD ERROR | 9.8 | 5.7 | 23.2 | 28.6 | 7.6 | 5.0 | 6.7 | 33.7 | 1.6 |
| % WITH CAPABILITY | 4.1 | 12.0 | 0.8 | 0.4 | 6.4 | 13.7 | 7.7 | 0.3 | 66.2 |
| INSTRUCTIONAL | | | | | | | | | |
| ESTIMATED POPULATION | 450 | 1253 | 45 | 0 | 490 | 1098 | 819 | 0 | 12645 |
| % STANDARD ERROR | 36.2 | 19.9 | * | 0.0 | 33.6 | 22.0 | 25.4 | 0.0 | 6.0 |
| % WITH CAPABILITY | 2.9 | 8.0 | 0.3 | 0.0 | 3.1 | 7.0 | 5.2 | 0.0 | 80.6 |
| AERIAL APPLICATION | | | | | | | | | |
| ESTIMATED POPULATION | 3 | 24 | 0 | 0 | 0 | 171 | 23 | 0 | 6745 |
| % STANDARD ERROR | * | * | 0.0 | 0.0 | 0.0 | * | * | 0.0 | 3.5 |
| % WITH CAPABILITY | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 2.5 | 0.3 | 0.0 | 97.2 |
| AERIAL OBSERVATION | | | | | | | | | |
| ESTIMATED POPULATION | 270 | 719 | 6 | 12 | 158 | 484 | 719 | 0 | 2995 |
| % STANDARD ERROR | 36.9 | 24.3 | * | * | * | 32.9 | 24.9 | 0.0 | 11.5 |
| % WITH CAPABILITY | 5.7 | 15.2 | 0.1 | 0.3 | 3.3 | 10.2 | 15.2 | 0.0 | 63.3 |
| OTHER WORK USE | | | | | | | | | |
| ESTIMATED POPULATION | 25 | 73 | 0 | 0 | 24 | 45 | 13 | 0 | 1015 |
| % STANDARD ERROR | * | * | 0.0 | 0.0 | * | * | * | 0.0 | 20.1 |
| % WITH CAPABILITY | 2.1 | 6.3 | 0.0 | 0.0 | 2.1 | 3.9 | 1.1 | 0.0 | 87.7 |
| COMMUTER AIR CARRIER | | | | | | | | | |
| ESTIMATED POPULATION | 559 | 854 | 89 | 89 | 0 | 133 | 247 | 89 | 577 |
| % STANDARD ERROR | 20.3 | 12.3 | * | * | 0.0 | 47.6 | 35.4 | * | 21.7 |
| % WITH CAPABILITY | 32.3 | 49.4 | 5.1 | 5.1 | 0.0 | 7.7 | 14.3 | 5.1 | 33.4 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

PAGE 6 OF 6

| PRIMARY USE | GUIDANCE AND CONTROL EQUIPMENT | | | | | | | | |
|----------------------|--------------------------------|-------|------|-----------------|------------------|------------------|------------------|--------------|-------------|
| | FLIGHT DIRECT | HSI | EFIS | FLTMGT COMPT | 1 AXIS AUTPLT | 2 AXIS AUTPLT | 3 AXIS AUTPLT | AUTO LAND | NO EQUIP |
| AIR TAXI | | | | | | | | | |
| ESTIMATED POPULATION | 2488 | 3299 | 15 | 117 | 201 | 315 | 4151 | 89 | 2247 |
| % STANDARD ERROR | 11.4 | 10.1 | * | * | * | 36.2 | 9.3 | * | 12.9 |
| % WITH CAPABILITY | 33.2 | 44.1 | 0.2 | 1.6 | 2.7 | 4.2 | 55.4 | 1.2 | 30.0 |
| OTHER | | | | | | | | | |
| ESTIMATED POPULATION | 856 | 1208 | 77 | 116 | 117 | 364 | 1247 | 31 | 3574 |
| % STANDARD ERROR | 17.3 | 15.0 | 29.4 | 44.2 | * | 36.8 | 16.9 | 42.9 | 10.5 |
| % WITH CAPABILITY | 15.1 | 21.3 | 1.4 | 2.0 | 2.1 | 6.4 | 22.0 | 0.5 | 63.1 |
| INACTIVE | | | | | | | | | |
| ESTIMATED POPULATION | 1541 | 3507 | 97 | 410 | 1757 | 1875 | 3385 | 125 | 39739 |
| % STANDARD ERROR | 13.1 | 9.2 | * | 14.8 | 17.2 | 14.3 | 8.0 | 39.5 | 1.1 |
| % WITH CAPABILITY | 3.2 | 7.3 | 0.2 | 0.8 | 3.6 | 3.9 | 7.0 | 0.3 | 82.2 |
| TOTAL | | | | | | | | | |
| ESTIMATED POPULATION | 29611 | 51707 | 3031 | 2992 | 15253 | 30896 | 46628 | 1730 | 160814 |
| % STANDARD ERROR | 2.7 | 2.2 | 11.2 | 10.4 | 5.3 | 3.3 | 1.9 | 16.0 | 0.8 |
| % WITH CAPABILITY | 11.0 | 19.3 | 1.1 | 1.1 | 5.7 | 11.5 | 17.4 | 0.6 | 59.9 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS

BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| OTHER 1 | 9133.7 | 1295.2 | 14.2 |
| OTHER 2 | 2644.0 | 249.2 | 9.4 |
| OTHER 3 | 757.2 | 221.8 | 29.3 |
| OTHER 4 | 3862.0 | 1418.1 | 36.7 |
| OTHER 5 | 616.0 | 154.7 | 25.1 |
| OTHER 6 | 824.9 | 154.6 | 18.7 |
| OTHER 7 | 1181.4 | 762.8 | 64.6 |
| OTHER 8 | 680.7 | 175.4 | 25.8 |
| OTHER 9 | 1676.0 | 292.9 | 17.5 |
| OTHER 10 | 1190.0 | 891.0 | 74.9 |
| OTHER 11 | 422.0 | 181.0 | 42.9 |
| OTHER 12 | 1402.2 | 345.8 | 24.7 |
| OTHER 13 | 985.5 | 162.2 | 16.5 |
| ADAMS A50S | 21.5 | 3.9 | 18.3 |
| AERORSJ2 | 7.4 | 1.2 | 16.5 |
| AEROSPAS355 | 332.4 | 27.5 | 8.3 |
| AEROSPAS316 | 426.2 | 137.4 | 32.2 |
| AGUSTA205 | 395.0 | 0.0 | 0.0 |
| AGUSTAA109 | 78.1 | 13.8 | 17.7 |
| AIRPTSA | 519.5 | 64.0 | 12.3 |
| AIRSPC18 | 9.2 | 1.4 | 14.7 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

PAGE 2 OF 17

| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| AIRTRCAT300 | 834.4 | 119.9 | 14.4 |
| AIRTRCAT400 | 75.1 | 15.2 | 20.3 |
| AMD FALC10 | 587.1 | 75.7 | 12.9 |
| AMD FALC20 | 1439.2 | 171.7 | 11.9 |
| AMD FALC50 | 147.2 | 34.6 | 23.5 |
| AMTR TMK | 6.3 | 0.0 | 0.0 |
| ARCTICS1A | 256.9 | 27.8 | 10.8 |
| ARCTICS1B1 | 18.0 | 3.2 | 17.8 |
| ARONCA15 | 399.6 | 23.6 | 5.9 |
| ARONCA58 | 316.4 | 21.6 | 6.8 |
| ARONCA65 | 409.4 | 52.6 | 12.8 |
| ARONCAC3 | 65.5 | 7.1 | 10.9 |
| AVIANWFALCON | 4.3 | 0.7 | 15.1 |
| AVIANWSKYHHK | 9.8 | 2.0 | 20.1 |
| AYRES S2 | 3514.2 | 595.5 | 16.9 |
| BAC 111 | 259.8 | 90.5 | 34.8 |
| BAG B206 | 88.3 | 15.5 | 17.5 |
| BAG DH125 | 209.9 | 24.6 | 11.7 |
| BALWKSFIREFY | 273.6 | 40.4 | 14.8 |
| BBAVIA11 | 1373.2 | 91.0 | 6.6 |
| BBAVIA7 | 9231.0 | 870.9 | 9.4 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

PAGE 3 OF 17

| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| BBAVIA8 | 261.1 | 50.4 | 19.3 |
| BEECH 100 | 1218.0 | 214.8 | 17.6 |
| BEECH 17 | 258.1 | 57.5 | 22.3 |
| BEECH 18 | 7693.6 | 945.2 | 12.3 |
| BEECH 1900 | 343.0 | 83.1 | 24.2 |
| BEECH 200 | 1862.1 | 188.7 | 10.1 |
| BEECH 23 | 5683.8 | 386.7 | 6.8 |
| BEECH 300 | 51.4 | 10.0 | 19.4 |
| BEECH 33 | 4383.0 | 403.0 | 9.2 |
| BEECH 35 | 22619.4 | 994.0 | 4.4 |
| BEECH 36 | 2924.1 | 286.7 | 9.8 |
| BEECH 45 | 1305.1 | 95.6 | 7.3 |
| BEECH 50 | 1555.1 | 236.9 | 15.2 |
| BEECH 55 | 5820.0 | 692.3 | 11.9 |
| BEECH 56 | 135.2 | 14.0 | 10.4 |
| BEECH 58 | 3164.6 | 404.5 | 12.8 |
| BEECH 60 | 2974.7 | 1338.1 | 45.0 |
| BEECH 65 | 334.4 | 70.0 | 20.9 |
| BEECH 76 | 394.8 | 40.8 | 10.3 |
| BEECH 77 | 300.4 | 40.1 | 13.4 |
| BEECH 80 | 480.2 | 94.1 | 19.6 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

PAGE 4 OF 17

| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| BEECH 90 | 4848.2 | 759.1 | 15.7 |
| BEECH 95 | 1657.9 | 131.5 | 7.9 |
| BEECH 99 | 1395.2 | 559.0 | 40.1 |
| BELL 204 | 789.1 | 131.9 | 16.7 |
| BELL 206 | 8656.1 | 1001.5 | 11.6 |
| BELL 212 | 625.2 | 129.0 | 20.6 |
| BELL 214 | 47.0 | 17.7 | 37.7 |
| BELL 222 | 88.3 | 11.3 | 12.8 |
| BELL 412 | 240.6 | 67.9 | 28.2 |
| BELL 47 | 8914.1 | 934.1 | 10.5 |
| BLANCA11 | 149.9 | 35.7 | 23.8 |
| BLANCA1413 | 649.3 | 148.0 | 22.8 |
| BLANCA1419 | 536.6 | 40.1 | 7.5 |
| BLANCA17 | 1460.7 | 138.9 | 9.5 |
| BLANCA7 | 5023.7 | 495.2 | 9.9 |
| BLANCA8 | 334.8 | 39.7 | 11.8 |
| BNORM BN2 | 1128.8 | 171.6 | 15.2 |
| BOEING727 | 1375.6 | 158.1 | 11.5 |
| BOEING75 | 6851.4 | 588.5 | 8.6 |
| BOEING757 | 4.4 | 0.0 | 0.0 |
| BOLKMS105 | 395.8 | 118.4 | 29.9 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| BOLKMS117 | 34.6 | 7.0 | 20.3 |
| BRAERODH125 | 20.9 | 7.6 | 36.6 |
| BRASOVIS28 | 29.2 | 4.3 | 14.6 |
| BRWSTRFLEET2 | 46.2 | 3.6 | 7.9 |
| BRWSTRFLEET7 | 68.8 | 9.6 | 13.9 |
| BUKER 131 | 36.6 | 4.6 | 12.5 |
| CAMRONMODELO | 46.3 | 5.0 | 10.7 |
| CASA C212 | 34.8 | 7.6 | 22.0 |
| CESSNA120 | 2458.6 | 264.7 | 10.8 |
| CESSNA140 | 10091.3 | 4156.2 | 41.2 |
| CESSNA150 | 63313.6 | 3555.5 | 5.6 |
| CESSNA170 | 7304.3 | 731.8 | 10.0 |
| CESSNA172 | 61808.3 | 2575.2 | 4.2 |
| CESSNA175 | 3068.7 | 297.5 | 9.7 |
| CESSNA177 | 4998.2 | 319.5 | 6.4 |
| CESSNA180 | 9735.5 | 1007.4 | 10.3 |
| CESSNA182 | 29351.7 | 1708.3 | 5.8 |
| CESSNA185 | 3538.2 | 336.6 | 9.5 |
| CESSNA188 | 4414.4 | 322.9 | 7.3 |
| CESSNA190 | 228.3 | 14.8 | 6.5 |
| CESSNA195 | 1460.9 | 154.5 | 10.6 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| CESSNA205 | 694.5 | 58.6 | 8.4 |
| CESSNA206 | 5802.6 | 510.0 | 8.8 |
| CESSNA207 | 2266.1 | 393.9 | 17.4 |
| CESSNA208 | 78.7 | 16.0 | 20.4 |
| CESSNA210 | 11816.6 | 599.9 | 5.1 |
| CESSNA303 | 121.4 | 24.4 | 20.1 |
| CESSNA305 | 1480.7 | 128.5 | 8.7 |
| CESSNA310 | 10257.7 | 1228.1 | 12.0 |
| CESSNA320 | 969.1 | 201.5 | 20.8 |
| CESSNA335 | 60.3 | 6.4 | 10.6 |
| CESSNA336 | 142.1 | 14.6 | 10.3 |
| CESSNA337 | 2022.7 | 191.9 | 9.5 |
| CESSNA340 | 1718.6 | 166.5 | 9.7 |
| CESSNA401 | 917.6 | 108.7 | 11.8 |
| CESSNA402 | 4041.8 | 1036.2 | 25.6 |
| CESSNA404 | 609.7 | 154.9 | 25.4 |
| CESSNA411 | 523.7 | 40.9 | 7.8 |
| CESSNA414 | 1689.9 | 180.2 | 10.7 |
| CESSNA421 | 2887.5 | 243.5 | 8.4 |
| CESSNA425 | 201.0 | 26.9 | 13.4 |
| CESSNA441 | 340.9 | 45.3 | 13.3 |

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SUMMARY REPORT 1986 DATA(U) TRANSPORTATION SYSTEMS
CENTER CAMBRIDGE MA DEC 87 DOT-TSC-FAA-87-5
FAA-MS-87-5 F/G 1/3.9

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F/G 1/3.9

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A 10x10 grid of squares, with the top-left square missing, representing a 10x10 grid with a 1x1 hole.



TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| CESSNA500 | 1819.0 | 371.2 | 20.4 |
| CESSNA501 | 73.3 | 7.2 | 9.9 |
| CESSNA650 | 89.6 | 9.3 | 10.3 |
| CESSNA750 | 158.2 | 18.5 | 11.7 |
| CESSNAUC94 | 79.6 | 9.8 | 12.3 |
| CHILD S1 | 76.1 | 20.2 | 26.5 |
| CHILD S2 | 139.3 | 31.5 | 22.6 |
| CNDAIRCL600 | 130.3 | 16.4 | 12.6 |
| CNTRAR101 | 5.7 | 0.7 | 11.8 |
| COMWTH185 | 163.6 | 14.2 | 8.7 |
| CONAERLA4 | 427.5 | 41.3 | 9.7 |
| CURTISC46 | 900.0 | 0.0 | 0.0 |
| CURTISJR | 14.0 | 3.0 | 21.5 |
| CURTISROBIN | 45.9 | 6.9 | 15.0 |
| CURTISTRVAIR | 651.2 | 69.2 | 10.6 |
| CVAC 240 | 930.9 | 208.2 | 22.4 |
| CVAC 440 | 510.3 | 0.0 | 0.0 |
| CVAC BT13 | 310.9 | 31.8 | 10.2 |
| CVAC L13 | 57.7 | 11.6 | 20.2 |
| CVAC STC580 | 721.1 | 345.7 | 47.9 |
| DART G | 25.9 | 3.3 | 12.8 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS

BY

AIRCRAFT MANUFACTURER/MODEL GROUP

1988

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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| DHAV DHC1 | 492.5 | 66.8 | 13.6 |
| DHAV DHC2 | 2355.9 | 126.8 | 5.4 |
| DHAV DHC4 | 177.0 | 0.0 | 0.0 |
| DHAV DHC6 | 3217.5 | 450.9 | 14.0 |
| DHAVXXDH82 | 312.0 | 84.6 | 20.7 |
| DOUG A26 | 103.9 | 14.2 | 13.6 |
| DOUG DC3 | 8537.1 | 1158.7 | 13.6 |
| DOUG DC4 | 2340.3 | 263.1 | 11.2 |
| DOUG DC8 | 2220.3 | 214.4 | 9.7 |
| EAGLE DW | 82.1 | 9.1 | 11.1 |
| EAGLEBC7 | 9.7 | 1.7 | 17.2 |
| EIRVON20 | 45.0 | 9.4 | 20.8 |
| EMAIR MA1 | 87.6 | 17.9 | 20.4 |
| EMB 110 | 1074.0 | 233.5 | 21.7 |
| ENSTRMF28 | 452.4 | 51.4 | 11.4 |
| FLEET 168 | 32.2 | 3.9 | 12.2 |
| FRCHLD24 | 484.3 | 43.8 | 9.0 |
| FRCHLDC119 | 232.0 | 10.2 | 4.4 |
| FRCHLDF27 | 369.2 | 79.9 | 21.6 |
| FRCHLD#82 | 470.1 | 84.0 | 13.6 |
| GENBALAX6 | 9.9 | 2.2 | 22.6 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| GLASFL201 | 28.3 | 2.3 | 8.2 |
| GLASFLH301 | 110.0 | 11.4 | 10.4 |
| GROB 103CAT | 41.2 | 8.0 | 19.3 |
| GROB 109 | 30.7 | 11.4 | 37.1 |
| GROB ASTIR | 21.4 | 5.1 | 23.8 |
| GRTLKS2T1 | 149.0 | 13.2 | 8.9 |
| GRUMANSA18 | 86.8 | 17.8 | 20.5 |
| GRUMAVAA1 | 833.9 | 130.3 | 15.6 |
| GRUMAVAA5 | 1717.2 | 131.8 | 7.7 |
| GRUMAVG1159 | 180.6 | 28.1 | 15.6 |
| GRUMAVG184 | 4172.8 | 432.7 | 10.4 |
| GRUMAVG21 | 447.3 | 59.0 | 13.2 |
| GRUMAVTBM | 94.6 | 10.0 | 10.6 |
| GULSTM112 | 948.4 | 83.4 | 8.8 |
| GULSTM500 | 2499.4 | 456.1 | 18.2 |
| GULSTM520 | 312.1 | 50.8 | 16.3 |
| GULSTM560 | 392.6 | 55.5 | 14.1 |
| GULSTM680 | 1202.1 | 127.7 | 10.6 |
| GULSTM680TP | 673.2 | 222.1 | 33.0 |
| GULSTM690TC | 39.9 | 2.5 | 6.3 |
| GULSTM690TP | 1435.0 | 249.1 | 17.4 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS

BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1988

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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| GULSTMAA1 | 952.0 | 94.1 | 9.9 |
| GULSTMAA5 | 1323.0 | 231.2 | 17.5 |
| GULSTMG1158 | 1031.1 | 148.4 | 14.4 |
| GULSTMG159 | 1546.3 | 207.7 | 13.4 |
| GULSTMG44 | 573.8 | 51.3 | 8.9 |
| GULSTMG73 | 452.6 | 25.5 | 5.6 |
| GULSTMGA7 | 96.3 | 16.6 | 17.2 |
| H23/HTE | 146.6 | 28.0 | 19.1 |
| HELIO H250 | 65.8 | 14.0 | 21.3 |
| HELIO H295 | 242.7 | 28.5 | 11.7 |
| HELIO H391 | 75.9 | 14.1 | 18.6 |
| HILLERFH1100 | 148.0 | 34.4 | 23.3 |
| HILLERUH12 | 2746.4 | 416.7 | 15.2 |
| HUGHES269 | 2981.2 | 562.1 | 18.9 |
| HUGHES369 | 1910.5 | 351.2 | 18.4 |
| HWKSLYDH104 | 100.0 | 31.8 | 31.8 |
| HWKSLYDH125 | 708.0 | 132.7 | 18.7 |
| HYNES B2 | 162.3 | 36.8 | 22.7 |
| INTRCP200 | 59.5 | 6.8 | 11.4 |
| ISRAEL1121 | 514.9 | 51.7 | 10.0 |
| ISRAEL1123 | 86.1 | 11.9 | 13.8 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| ISRAEL1124 | 472.2 | 82.1 | 17.4 |
| JBMSTRDGA15 | 176.3 | 22.0 | 12.5 |
| LAIKFN10 | 26.5 | 3.4 | 12.8 |
| LEAR 23 | 407.8 | 58.8 | 14.4 |
| LEAR 24 | 1034.0 | 132.1 | 12.8 |
| LEAR 25 | 1140.8 | 221.0 | 19.4 |
| LEAR 35 | 1503.5 | 245.4 | 16.3 |
| LEAR 55 | 162.6 | 16.8 | 10.3 |
| LET L13 | 184.4 | 32.1 | 17.4 |
| LKHEED12A | 228.2 | 32.4 | 14.2 |
| LKHEED1329 | 387.3 | 57.6 | 14.9 |
| LKHEED18 | 442.2 | 229.5 | 51.9 |
| LKHEED382 | 0.2 | 0.0 | 0.0 |
| LKHEEDPV1 | 37.8 | 9.0 | 23.8 |
| LKHEEDT33 | 2208.2 | 0.0 | 0.0 |
| LUSCOM8 | 5089.6 | 396.2 | 7.8 |
| MAULE M4 | 318.9 | 34.8 | 10.9 |
| MAULE M5 | 289.2 | 61.5 | 21.2 |
| MAULE M6 | 28.1 | 8.4 | 29.7 |
| MCLISHFUNKB | 230.6 | 19.0 | 8.2 |
| MEYERSOTW | 117.2 | 10.3 | 8.8 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| MNCUP90 | 131.8 | 10.9 | 8.3 |
| MNWITEM18 | 172.3 | 21.0 | 12.2 |
| MOONEYM20 | 12201.4 | 652.8 | 5.4 |
| MRCHTIS205 | 56.5 | 5.7 | 10.0 |
| MTSBSIMJ2 | 1496.2 | 326.5 | 21.8 |
| MTSBSIMJ300 | 61.9 | 10.7 | 17.3 |
| MULTECD16 | 111.8 | 9.0 | 8.1 |
| NAMER B25 | 241.9 | 59.0 | 24.4 |
| NAMER F51 | 197.6 | 33.1 | 16.7 |
| NAMER NA260 | 515.3 | 110.1 | 21.4 |
| NAMER T6 | 2872.6 | 416.9 | 14.5 |
| NATBAL752 | 4.8 | 1.4 | 29.0 |
| NAVAL N3N | 548.4 | 65.8 | 12.0 |
| NAVIONNAVION | 1492.9 | 171.8 | 11.5 |
| NORD 3202 | 22.7 | 3.3 | 14.5 |
| NORD SV4 | 68.5 | 13.9 | 20.3 |
| NORWST65 | 132.4 | 6.4 | 4.8 |
| ORLHELH19 | 231.8 | 5.0 | 2.1 |
| ORLHELSS8 | 152.7 | 0.0 | 0.0 |
| PARTENP68 | 34.9 | 8.3 | 23.9 |
| PICARDAX6 | 39.4 | 4.7 | 11.8 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| PILATS84 | 18.9 | 5.0 | 26.3 |
| PIPER 600 | 510.0 | 67.2 | 13.2 |
| PIPER E2 | 24.0 | 1.3 | 5.4 |
| PIPER J2 | 92.5 | 9.3 | 10.1 |
| PIPER J3 | 12186.5 | 601.1 | 4.9 |
| PIPER J4 | 440.3 | 30.7 | 7.0 |
| PIPER J5 | 916.1 | 58.5 | 6.4 |
| PIPER PA12 | 3111.1 | 219.6 | 7.1 |
| PIPER PA14 | 311.0 | 85.8 | 27.6 |
| PIPER PA15 | 264.6 | 26.8 | 10.1 |
| PIPER PA16 | 740.8 | 45.6 | 6.2 |
| PIPER PA17 | 178.6 | 26.0 | 14.5 |
| PIPER PA18 | 8411.9 | 1073.8 | 12.8 |
| PIPER PA20 | 1149.3 | 80.6 | 7.0 |
| PIPER PA22 | 12830.9 | 1116.5 | 8.7 |
| PIPER PA23 | 11007.6 | 613.7 | 5.6 |
| PIPER PA24 | 9165.4 | 486.3 | 5.3 |
| PIPER PA25 | 4208.9 | 398.3 | 9.5 |
| PIPER PA28 | 49853.4 | 1345.8 | 2.7 |
| PIPER PA30 | 3960.2 | 321.0 | 8.1 |
| PIPER PA31 | 8590.6 | 872.0 | 10.2 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| PIPER PA31T | 1158.3 | 93.2 | 8.0 |
| PIPER PA32 | 7937.2 | 591.8 | 7.5 |
| PIPER PA34 | 4452.3 | 393.1 | 8.8 |
| PIPER PA36 | 590.5 | 127.1 | 21.5 |
| PIPER PA38 | 6228.2 | 1985.6 | 31.9 |
| PIPER PA42 | 155.2 | 20.5 | 13.2 |
| PIPER PA44 | 518.4 | 75.2 | 14.5 |
| PIPER PA46 | 153.8 | 33.5 | 21.8 |
| PROP-JT200 | 133.6 | 12.6 | 9.4 |
| RAVEN RX6 | 40.7 | 7.0 | 17.2 |
| RAVEN S50 | 22.1 | 3.5 | 16.0 |
| RAVEN S55 | 177.4 | 27.5 | 15.5 |
| RAVEN S60 | 40.3 | 5.6 | 13.9 |
| RAVEN S66 | 10.6 | 2.1 | 19.8 |
| RKWE1500 | 93.2 | 17.1 | 18.3 |
| RKWE1700 | 29.4 | 3.8 | 13.0 |
| RKWE1NA265 | 1791.4 | 248.4 | 13.9 |
| ROBSINR22 | 331.5 | 36.9 | 11.1 |
| ROLSCHLS | 55.5 | 9.2 | 16.6 |
| RYAN ST3 | 432.5 | 29.4 | 6.8 |
| RYAN STA | 80.1 | 15.5 | 19.3 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| SAAB SF340 | 20.0 | 4.3 | 21.6 |
| SCHLERASK21 | 15.5 | 2.2 | 14.2 |
| SCHLERASW15 | 31.7 | 3.3 | 10.5 |
| SCHLERASW19 | 28.2 | 5.1 | 18.2 |
| SCHLERASW20 | 50.1 | 6.4 | 12.8 |
| SCHLERK8 | 19.7 | 1.4 | 7.3 |
| SCHLERKAB | 63.3 | 10.1 | 15.9 |
| SCHWZERG164 | 1035.5 | 79.0 | 7.6 |
| SCHWZERSG1 | 704.3 | 81.0 | 11.5 |
| SCHWZERSG2 | 947.8 | 177.1 | 18.7 |
| SEMCO CLINGER | 6.2 | 1.4 | 22.0 |
| SEMCO MODEL T | 11.0 | 6.5 | 58.9 |
| SKRSKYS55 | 117.0 | 16.3 | 14.0 |
| SKRSKYS58 | 357.3 | 82.6 | 23.1 |
| SKRSKYS61 | 109.0 | 33.8 | 31.0 |
| SKRSKYS76 | 294.4 | 93.0 | 31.6 |
| SLINDS100 | 441.5 | 45.5 | 10.3 |
| SMITH 600 | 591.3 | 101.0 | 17.1 |
| SNIAS 350 | 442.6 | 97.7 | 22.1 |
| SNIAS SA341 | 83.5 | 12.8 | 15.3 |
| SOCATAMS894 | 34.6 | 5.9 | 17.0 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| SOCATARALLYE | 10.0 | 0.4 | 4.4 |
| SOCATATB10 | 13.3 | 5.3 | 39.9 |
| SOCATATB20 | 46.3 | 18.0 | 38.8 |
| SPHRTHCIRRU | 111.2 | 12.4 | 11.2 |
| SPHRTNIMBUS | 22.1 | 3.1 | 14.2 |
| SPHRTHVENTUS | 18.3 | 2.2 | 11.9 |
| STNSON10 | 286.2 | 23.5 | 8.2 |
| STNSONL5 | 274.2 | 51.3 | 18.7 |
| STNSONSR9 | 70.9 | 4.8 | 6.8 |
| STNSONV77 | 169.7 | 30.2 | 17.8 |
| STOLAMRC3 | 233.6 | 26.6 | 11.4 |
| SUPAC LA | 114.6 | 5.2 | 4.5 |
| SUPAC V | 24.2 | 3.1 | 12.7 |
| SWRNGNSA226 | 2411.7 | 206.7 | 8.6 |
| SWRNGNSA227 | 491.9 | 108.9 | 22.1 |
| SWRNGNSA26 | 589.4 | 90.8 | 15.4 |
| TCRAFK21 | 6.0 | 1.0 | 15.9 |
| TCRAFKD | 776.2 | 152.0 | 19.6 |
| TCRAFTA | 37.5 | 4.3 | 11.5 |
| TCRAFTBC | 3664.9 | 258.6 | 7.1 |
| TCRAFTBF | 91.0 | 8.5 | 9.4 |

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

PAGE 17 OF 17

| MANUFACTURER/ MODEL GROUP | HOURS ESTIMATE [IN THOUSANDS] | STANDARD ERROR [IN THOUSANDS] | STANDARD ERROR (%) |
|------------------------------|----------------------------------|----------------------------------|-----------------------|
| TCRAFT8L | 546.8 | 33.0 | 6.0 |
| TEMCO 11A | 49.1 | 4.7 | 9.6 |
| THSS | 125.5 | 6.7 | 5.3 |
| THUNDRAX7 | 18.6 | 2.9 | 17.4 |
| TMPSONNAVION | 1576.2 | 123.8 | 7.9 |
| TRYTEK65 | 765.2 | 72.5 | 9.5 |
| TRYTEKK | 45.9 | 5.4 | 11.8 |
| UNIVACGC1 | 1316.1 | 137.8 | 10.5 |
| UNIVAR108 | 4249.4 | 280.5 | 6.6 |
| UNIVAR415 | 3836.8 | 229.4 | 6.0 |
| VARGA 2150 | 125.7 | 25.4 | 20.2 |
| WACO ASO | 97.4 | 13.2 | 13.5 |
| WACO GXE | 61.9 | 14.0 | 22.6 |
| WACO R | 49.3 | 5.0 | 10.1 |
| WACO UPF7 | 447.3 | 43.5 | 9.7 |
| WACO YK | 106.2 | 8.9 | 8.4 |
| WSK M18 | 58.2 | 5.9 | 10.2 |
| WTHRLY201 | 151.6 | 7.1 | 4.7 |
| TOTAL AIRCRAFT | 684279.1 | 8720.6 | 1.3 |

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1986

PAGE 1 OF 2

| ENGINE MANUFACTURER/ MODEL GROUP | ESTIMATE OF ACTIVE POPULATION | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | ESTIMATE OF MEAN HOURS | PERCENT STANDARD ERROR |
|---|--|------------------------------|-------------------------------------|---------------------------------|------------------------------|
| ALLSN 250C | 1739 | 6.10 | 80.38 | 481 | 12.31 |
| ALLSN 501D | 38 | 70.56 | 20.00 | 250 | 0.02 |
| AMTRMCMCULH | 390 | 15.34 | 86.37 | 10 | 43.10 |
| ARSRCHE731 | 126 | 37.11 | 26.90 | 30 | 38.47 |
| ARSRCHE731 | 621 | 0.00 | 100.00 | 399 | 5.59 |
| CONT 6285 | 148 | 0.00 | 100.00 | 540 | 0.00 |
| CONT 975 | 24 | 13.35 | 89.66 | 117 | 35.32 |
| CONT A50 | 16 | 0.00 | 45.63 | 23 | 13.89 |
| CONT A55 | 8413 | 33.85 | 85.60 | 79 | 1.98 |
| CONT A75 | 1133 | 4.67 | 53.56 | 59 | 7.47 |
| CONT A80 | 36 | 0.00 | 45.94 | 45 | 26.91 |
| CONT C125 | 13 | 304.42 | 3.28 | 62 | 21.70 |
| CONT C145 | 1148 | 26.45 | 50.69 | 38 | 25.86 |
| CONT C85 | 4692 | 7.46 | 75.68 | 63 | 9.82 |
| CONT C90 | 1524 | 6.39 | 58.87 | 79 | 21.36 |
| CONT E185 | 1428 | 8.30 | 69.05 | 51 | 7.47 |
| CONT E225 | 1123 | 8.71 | 75.06 | 73 | 14.48 |
| CONT O200 | 11779 | 11.03 | 77.96 | 82 | 11.25 |
| CONT O300 | 8891 | 2.54 | 87.99 | 109 | 8.66 |
| CONT O346 | 282 | 1.47 | 89.35 | 87 | 11.61 |
| CONT O360 | 2138 | 33.32 | 58.49 | 62 | 27.49 |
| CONT O470 | 24815 | 3.68 | 91.06 | 161 | 16.56 |
| CONT O520 | 27271 | 1.55 | 89.51 | 120 | 5.51 |
| CONT R670 | 1020 | 0.00 | 94.97 | 179 | 3.21 |
| DHAVXXGIPSY | 66 | 0.00 | 64.64 | 70 | 18.09 |
| FCD B440 | 62 | 108.75 | 17.95 | 56 | 17.07 |
| FRNKLN4AC150 | 9 | 0.00 | 40.62 | 57 | 40.06 |
| FRNKLN4AC176 | 46 | 88.00 | 25.00 | 150 | 0.00 |
| FRNKLN4AC199 | 116 | 26.32 | 72.93 | 53 | 49.01 |
| FRNKLN6A4150 | 338 | 18.29 | 33.13 | 59 | 11.72 |
| FRNKLN6A4165 | 635 | 12.74 | 55.78 | 54 | 25.21 |
| FRNKLN6A4200 | 12 | 0.00 | 55.62 | 47 | 12.02 |
| FRNKLN6A8215 | 32 | 198.00 | 15.67 | 30 | 0.00 |
| FRNKLN6AV335 | 39 | 24.62 | 33.83 | 48 | 32.15 |
| FRNKLN6AV350 | 212 | 18.75 | 93.14 | 31 | 58.91 |
| FRNKLN6V4 | 76 | 45.89 | 39.12 | 64 | 13.59 |
| FRNKLN6V6245 | 10 | 0.00 | 49.24 | 109 | 33.67 |
| FRNKLN6VS335 | 52 | 37.39 | 83.33 | 40 | 0.00 |
| GE CF6 | 54 | 37.23 | 74.61 | 91 | 10.23 |
| GE CF700 | 456 | 0.00 | 100.00 | 0 | 0.00 |
| GE CJ610 | 838 | 2.28 | 94.83 | 534 | 8.63 |
| GE CJ805F | 22 | 0.00 | 91.43 | 498 | 7.98 |

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1986

PAGE 2 OF 2

| ENGINE MANUFACTURER/ MODEL GROUP | ESTIMATE OF ACTIVE POPULATION | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | ESTIMATE OF MEAN HOURS | PERCENT STANDARD ERROR |
|---|--|------------------------------|-------------------------------------|---------------------------------|------------------------------|
| GE CT58 | 20 | 0.00 | 88.22 | 262 | 9.40 |
| JACOBPR755 | 70 | 92.35 | 16.19 | 578 | 28.60 |
| JACOBPR755 | 39 | 177.88 | 10.43 | 44 | 14.59 |
| JACOBPR755 | 64 | 31.26 | 83.67 | 27 | 9.27 |
| LYC 0540 | 4174 | 19.03 | 49.72 | 41 | 16.64 |
| LYC LTS101 | 128 | 10.07 | 80.89 | 120 | 34.36 |
| LYC 0145 | 290 | 28.31 | 35.07 | 38 | 17.28 |
| LYC 0235 | 449 | 446.45 | 3.63 | 39 | 27.57 |
| LYC 0290 | 3309 | 0.00 | 100.00 | 461 | 6.17 |
| LYC 0320 | 37007 | 8.59 | 90.86 | 373 | 9.15 |
| LYC 0340 | 63 | 0.00 | 46.48 | 46 | 14.68 |
| LYC 0360 | 23724 | 2.81 | 84.89 | 229 | 7.59 |
| LYC 0435 | 1000 | 6.95 | 65.43 | 74 | 15.02 |
| LYC 0480 | 1266 | 0.16 | 89.73 | 140 | 4.69 |
| LYC 0540 | 10745 | 24.53 | 71.42 | 68 | 26.29 |
| LYC 0541 | 1088 | 0.00 | 93.39 | 127 | 5.29 |
| LYC 0720 | 182 | 7.29 | 66.68 | 243 | 20.50 |
| LYC R680 | 269 | 15.09 | 41.22 | 100 | 8.61 |
| LYC T53 | 43 | 0.00 | 89.81 | 182 | 4.41 |
| MNASCO4 | 20 | 0.00 | 92.88 | 137 | 9.03 |
| ONAN B48 | 20961 | 38.64 | 56.11 | 92 | 42.56 |
| PCKARDV1650 | 49 | 0.00 | 50.95 | 35 | 25.17 |
| PWA JT12 | 446 | 0.00 | 100.00 | 47 | 34.77 |
| PWA JT15 | 324 | 93.01 | 28.57 | 10 | 0.00 |
| PWA JT3C | 34 | 16.07 | 65.49 | 47 | 36.70 |
| PWA JT3D | 168 | 13.63 | 66.68 | 233 | 10.74 |
| PWA JT4 | 112 | 0.00 | 100.00 | 293 | 10.66 |
| PWA PT6T | 25 | 0.00 | 94.12 | 505 | 4.62 |
| PWA R1830 | 555 | 0.71 | 99.07 | 384 | 7.33 |
| PWA R2000 | 64 | 46.34 | 36.72 | 157 | 12.65 |
| PWA R2800 | 572 | 5.65 | 80.00 | 311 | 8.99 |
| PWA R985 | 2059 | 11.77 | 55.62 | 432 | 33.55 |
| RROYCEDART | 246 | 17.53 | 67.57 | 26 | 45.24 |
| RROYCEGIPSY | 10 | 49.63 | 15.21 | 102 | 8.42 |
| RROYCETVNE | 6 | 0.00 | 49.00 | 234 | 16.89 |
| RROYCEVIPER | 92 | 1.64 | 97.52 | 364 | 12.83 |
| ALL ENGINES | 250736 | 0.50 | 82.33 | 165 | 1.43 |

NOTE: ENGINE MANUFACTURER/MODEL GROUPS FOR WHICH SEPARATE ESTIMATES ARE NOT AVAILABLE ARE NOT LISTED IN THE TABLE, BUT ARE INCLUDED IN THE "ALL ENGINES" ESTIMATES.

TABLE 2 - 21

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE
1986

| AIRCRAFT TYPE | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|------------------------------------|---------------------|------------------------------------|--------------------------------|
| FIXED WING | | | |
| PISTON | | | |
| 1 ENG 1-3 SEATS | 9.88 | 83.67 | 3.4 |
| 1 ENG 4+ SEATS | 11.11 | 158.72 | 3.8 |
| TOTAL 1 ENG | 10.69 | 242.39 | 5.1 |
| 2 ENG 1-6 SEATS | 26.95 | 75.83 | 4.4 |
| 2 ENG 7+ SEATS | 35.06 | 78.61 | 7.1 |
| TOTAL 2 ENG | 30.22 | 154.45 | 8.4 |
| OTHER PISTON | 79.28 | 0.86 | 0.6 |
| TOTAL PISTON | 13.67 | 397.70 | 9.9 |
| TURBOPROP | | | |
| 2 ENG 1-12 SEATS | 74.97 | 122.12 | 6.7 |
| 2 ENG 13+ SEATS | 106.62 | 111.37 | 11.8 |
| TOTAL 2 ENG | 83.68 | 233.49 | 13.5 |
| OTHER TURBOPROP | 45.13 | 3.78 | 0.5 |
| TOTAL TURBOPROP | 82.22 | 237.27 | 13.5 |
| TURBOJET | | | |
| 2 ENG | 238.40 | 373.43 | 20.8 |
| OTHER | 525.02 | 47.39 | 12.2 |
| TOTAL TURBOJET | 255.89 | 420.82 | 24.1 |
| TOTAL FIXED WING | 26.72 | 1055.80 | 29.3 |
| ROTORCRAFT | | | |
| PISTON | | | |
| TURBINE | 14.36 | 11.34 | 1.7 |
| TOTAL ROTORCRAFT | 34.59 | 73.99 | 5.0 |
| TOTAL ROTORCRAFT | 28.24 | 85.32 | 5.3 |
| OTHER | 3.71 | 0.44 | 0.1 |
| TOTAL AIRCRAFT | 26.81 | 1141.56 | 29.8 |
| TOTAL JET FUEL | 109.88 | 732.08 | 28.1 |
| TOTAL AVIATION GASOLINE | 13.68 | 409.48 | 10.0 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

PAGE 1 OF 18

| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| OTHER 1 | 8.391 | 4.369 | 0.600 |
| OTHER 2 | 10.837 | 1.054 | 0.159 |
| OTHER 3 | 24.301 | 0.430 | 0.222 |
| OTHER 4 | 35.711 | 0.741 | 0.400 |
| OTHER 5 | 57.647 | 0.455 | 0.431 |
| OTHER 6 | 39.652 | 7.807 | 3.173 |
| OTHER 7 | 96.809 | 13.269 | 8.072 |
| OTHER 8 | 40.000 | 0.268 | 0.239 |
| OTHER 9 | 195.655 | 38.830 | 9.137 |
| OTHER 10 | 554.999 | 3.904 | 7.473 |
| OTHER 11 | 6.414 | 0.175 | 0.095 |
| OTHER 12 | 72.678 | 6.280 | 1.717 |
| OTHER 13 | 3.779 | 0.402 | 0.069 |
| ADAMS A50S | 0.000 | 0.000 | 0.000 |
| AERORSJ2 | 9.405 | 0.003 | 0.002 |
| AEROSPAS355 | 55.685 | 3.803 | 0.432 |
| AEROSPAS316 | 57.647 | 0.826 | 0.530 |
| AGUSTA205 | 0.000 | 0.000 | 0.000 |
| AGUSTAA109 | 49.885 | 0.470 | 0.172 |
| AIRPTSA | 15.029 | 0.120 | 0.043 |
| AIRSPC18 | 9.417 | 0.009 | 0.005 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

PAGE 2 OF 18

| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| AIRTRCAT300 | 31.923 | 5.192 | 0.896 |
| AIRTRCAT400 | 24.118 | 0.710 | 0.248 |
| AMD FALC10 | 224.024 | 13.525 | 1.229 |
| AMD FALC20 | 358.735 | 30.343 | 4.487 |
| AMD FALC50 | 331.888 | 11.662 | 2.320 |
| AMTR TMK | 0.000 | 0.000 | 0.000 |
| ARCTICS1A | 4.987 | 0.010 | 0.003 |
| ARCTICS1B1 | 8.877 | 0.007 | 0.002 |
| ARONCA15 | 9.121 | 0.058 | 0.011 |
| ARONCA58 | 4.346 | 0.017 | 0.004 |
| ARONCA65 | 4.155 | 0.010 | 0.002 |
| ARONCAC3 | 4.270 | 0.001 | 0.000 |
| AVIANNFALCON | 0.000 | 0.000 | 0.000 |
| AVIANSKYHMK | 0.000 | 0.000 | 0.000 |
| AYRES S2 | 36.354 | 10.334 | 1.269 |
| BAC 111 | 0.000 | 0.000 | 0.000 |
| BAG B206 | 38.000 | 0.040 | 0.026 |
| BAG DH125 | 244.933 | 6.644 | 0.533 |
| BALWKSFIREFY | 0.000 | 0.000 | 0.000 |
| BBAVIA11 | 4.574 | 0.123 | 0.021 |
| BBAVIA7 | 5.814 | 0.875 | 0.147 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1988

PAGE 3 OF 18

| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| BBAVIA8 | 9.382 | 0.200 | 0.052 |
| BEECH 100 | 82.994 | 8.535 | 0.958 |
| BEECH 17 | 18.632 | 0.058 | 0.030 |
| BEECH 18 | 46.159 | 6.400 | 2.720 |
| BEECH 1900 | 90.780 | 7.883 | 2.313 |
| BEECH 200 | 93.339 | 26.010 | 2.587 |
| BEECH 23 | 9.578 | 2.792 | 0.672 |
| BEECH 300 | 98.935 | 2.784 | 0.537 |
| BEECH 33 | 13.207 | 2.007 | 0.174 |
| BEECH 35 | 12.932 | 8.853 | 0.691 |
| BEECH 36 | 15.703 | 5.657 | 0.696 |
| BEECH 45 | 13.269 | 0.364 | 0.085 |
| BEECH 50 | 27.131 | 0.778 | 0.332 |
| BEECH 55 | 26.444 | 10.394 | 2.048 |
| BEECH 56 | 36.173 | 0.168 | 0.046 |
| BEECH 58 | 30.298 | 7.849 | 0.999 |
| BEECH 60 | 44.107 | 2.737 | 0.450 |
| BEECH 65 | 39.600 | 0.309 | 0.196 |
| BEECH 76 | 19.550 | 1.144 | 0.169 |
| BEECH 77 | 6.377 | 0.337 | 0.064 |
| BEECH 80 | 40.443 | 0.451 | 0.273 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

PAGE 4 OF 18

| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| BEECH 90 | 75.744 | 25.238 | 2.771 |
| BEECH 95 | 18.950 | 0.945 | 0.129 |
| BEECH 99 | 79.443 | 17.738 | 4.286 |
| BELL 204 | 60.372 | 1.418 | 0.543 |
| BELL 208 | 28.098 | 27.755 | 3.684 |
| BELL 212 | 100.000 | 4.227 | 1.284 |
| BELL 214 | 131.000 | 1.185 | 0.224 |
| BELL 222 | 78.713 | 1.752 | 0.472 |
| BELL 412 | 105.000 | 5.233 | 0.703 |
| BELL 47 | 16.985 | 5.369 | 1.348 |
| BLANCA11 | 4.911 | 0.016 | 0.007 |
| BLANCA1413 | 8.920 | 0.037 | 0.012 |
| BLANCA1419 | 12.536 | 0.165 | 0.038 |
| BLANCA17 | 13.668 | 0.974 | 0.189 |
| BLANCA7 | 6.781 | 0.897 | 0.149 |
| BLANCA8 | 10.131 | 0.498 | 0.112 |
| BNORM BN2 | 25.505 | 1.623 | 0.474 |
| BOEING707 | 0.000 | 0.000 | 0.000 |
| BOEING727 | 1279.025 | 15.578 | 3.571 |
| BOEING75 | 15.721 | 1.294 | 0.328 |
| BOEING757 | 0.000 | 0.000 | 0.000 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

PAGE 5 OF 18

| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| BOLKMS105 | 55.140 | 2.700 | 0.478 |
| BOLKMS117 | 69.431 | 0.890 | 0.374 |
| BRAERODH125 | 233.484 | 4.270 | 1.252 |
| BRASOVIS28 | 0.000 | 0.000 | 0.000 |
| BRWSTRFLEET2 | 7.179 | 0.003 | 0.002 |
| BRWSTRFLEET7 | 9.888 | 0.007 | 0.003 |
| BUKER 131 | 7.974 | 0.003 | 0.002 |
| CAMRONMODELO | 0.000 | 0.000 | 0.000 |
| CASA C212 | 99.175 | 0.745 | 0.522 |
| CESSNA120 | 4.856 | 0.161 | 0.052 |
| CESSNA140 | 5.175 | 0.747 | 0.321 |
| CESSNA150 | 5.924 | 18.467 | 1.414 |
| CESSNA170 | 8.442 | 1.091 | 0.119 |
| CESSNA172 | 8.382 | 29.293 | 1.993 |
| CESSNA175 | 9.137 | 1.310 | 0.549 |
| CESSNA177 | 9.573 | 2.637 | 0.382 |
| CESSNA180 | 12.010 | 2.908 | 0.313 |
| CESSNA182 | 12.313 | 20.217 | 1.486 |
| CESSNA185 | 14.740 | 3.080 | 0.536 |
| CESSNA188 | 18.063 | 7.142 | 1.032 |
| CESSNA190 | 13.922 | 0.052 | 0.017 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

PAGE 6 OF 18

| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| CESSNA195 | 14.072 | 0.219 | 0.074 |
| CESSNA205 | 12.197 | 0.284 | 0.043 |
| CESSNA206 | 15.093 | 7.314 | 0.881 |
| CESSNA207 | 15.625 | 2.839 | 0.859 |
| CESSNA208 | 45.693 | 1.873 | 0.409 |
| CESSNA210 | 15.936 | 12.273 | 0.918 |
| CESSNA303 | 26.517 | 1.354 | 0.222 |
| CESSNA305 | 9.514 | 0.202 | 0.063 |
| CESSNA310 | 26.917 | 12.426 | 2.114 |
| CESSNA320 | 28.388 | 0.649 | 0.361 |
| CESSNA335 | 26.552 | 0.267 | 0.059 |
| CESSNA338 | 19.031 | 0.028 | 0.018 |
| CESSNA337 | 22.425 | 3.987 | 1.385 |
| CESSNA340 | 35.204 | 6.508 | 0.942 |
| CESSNA401 | 31.500 | 1.589 | 0.417 |
| CESSNA402 | 34.089 | 10.743 | 2.753 |
| CESSNA404 | 47.248 | 2.189 | 0.896 |
| CESSNA411 | 35.713 | 0.258 | 0.140 |
| CESSNA414 | 37.285 | 7.894 | 0.927 |
| CESSNA421 | 42.445 | 9.963 | 1.606 |
| CESSNA425 | 64.681 | 3.365 | 0.492 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

PAGE 7 OF 18

| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| CESSNA441 | 74.091 | 5.800 | 0.814 |
| CESSNA500 | 154.948 | 34.478 | 5.305 |
| CESSNA501 | 165.766 | 2.208 | 0.238 |
| CESSNA650 | 223.129 | 9.336 | 0.894 |
| CESSNA750 | 26.429 | 0.011 | 0.005 |
| CESSNAUC94 | 9.197 | 0.005 | 0.002 |
| CHILD S1 | 11.034 | 0.040 | 0.007 |
| CHILD S2 | 13.184 | 0.184 | 0.040 |
| CNDALRCL600 | 331.840 | 16.707 | 2.331 |
| CNTRAR101 | 0.000 | 0.000 | 0.000 |
| COMWTH185 | 5.126 | 0.011 | 0.004 |
| CONAERLA4 | 9.011 | 0.480 | 0.105 |
| CURTISC46 | 160.000 | 1.112 | 0.000 |
| CURTISJR | 3.368 | 0.000 | 0.000 |
| CURTISR0BIN | 0.000 | 0.000 | 0.000 |
| CURTISTRVAIR | 13.402 | 0.030 | 0.011 |
| CVAC 240 | 0.000 | 0.000 | 0.000 |
| CVAC 440 | 0.000 | 0.000 | 0.000 |
| CVAC BT13 | 22.657 | 0.014 | 0.007 |
| CVAC L13 | 0.000 | 0.000 | 0.000 |
| CVAC STC580 | 300.000 | 0.506 | 0.506 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1988

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| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| DART G | 7.310 | 0.003 | 0.002 |
| DHAV DHC1 | 11.868 | 0.057 | 0.012 |
| DHAV DHC2 | 24.086 | 1.407 | 0.207 |
| DHAV DHC3 | 0.000 | 0.000 | 0.000 |
| DHAV DHC4 | 117.000 | 0.190 | 0.000 |
| DHAV DHC6 | 83.760 | 8.234 | 3.173 |
| DHAVXXDH82 | 7.188 | 0.013 | 0.005 |
| DOUG A26 | 175.000 | 0.226 | 0.125 |
| DOUG DC3 | 100.149 | 5.495 | 4.724 |
| DOUG DC4 | 232.949 | 0.406 | 0.413 |
| DOUG DC6 | 0.000 | 0.000 | 0.000 |
| DOUG DC7 | 0.000 | 0.000 | 0.000 |
| DOUG DC8 | 1850.000 | 1.960 | 7.163 |
| DOUG DC9 | 0.000 | 0.000 | 0.000 |
| EAGLE DW | 19.351 | 0.283 | 0.035 |
| EAGLEBC7 | 0.000 | 0.000 | 0.000 |
| EIRVON20 | 2.128 | 0.009 | 0.004 |
| EMAIR MA1 | 0.000 | 0.000 | 0.000 |
| EMB 110 | 83.612 | 22.892 | 3.198 |
| ENSTRMF28 | 14.126 | 1.725 | 0.516 |
| FLEET 16B | 10.000 | 0.005 | 0.001 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| FRCHLD24 | 9.920 | 0.014 | 0.007 |
| FRCHLDC119 | 0.000 | 0.000 | 0.000 |
| FRCHLDF27 | 245.481 | 1.424 | 0.193 |
| FRCHLDM62 | 11.651 | 0.103 | 0.039 |
| GENBALAX6 | 0.000 | 0.000 | 0.000 |
| GLASFL201 | 0.000 | 0.000 | 0.000 |
| GLASFLH301 | 0.000 | 0.000 | 0.000 |
| GROB 103CAT | 0.000 | 0.000 | 0.000 |
| GROB 109 | 3.293 | 0.024 | 0.009 |
| GROB ASTIR | 0.000 | 0.000 | 0.000 |
| GRTLKS2T1 | 9.547 | 0.097 | 0.015 |
| GRUMANSA16 | 0.000 | 0.000 | 0.000 |
| GRUMAVAA1 | 6.789 | 0.221 | 0.066 |
| GRUMAVAA5 | 9.637 | 1.050 | 0.124 |
| GRUMAVG1159 | 450.000 | 6.034 | 1.370 |
| GRUMAVG164 | 36.348 | 12.899 | 2.121 |
| GRUMAVG21 | 48.145 | 0.333 | 0.106 |
| GRUMAVTBM | 0.000 | 0.000 | 0.000 |
| GULSTM112 | 12.581 | 0.845 | 0.183 |
| GULSTM500 | 24.949 | 1.282 | 0.542 |
| GULSTM520 | 23.805 | 0.044 | 0.023 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP

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| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| GULSTM580 | 27.201 | 0.111 | 0.037 |
| GULSTM680 | 44.071 | 0.816 | 0.422 |
| GULSTM680TP | 63.156 | 0.909 | 0.258 |
| GULSTM690TC | 74.187 | 0.426 | 0.068 |
| GULSTM690TP | 79.622 | 12.762 | 2.306 |
| GULSTMAA1 | 6.214 | 0.270 | 0.041 |
| GULSTMAA5 | 8.248 | 0.647 | 0.201 |
| GULSTMG1159 | 449.706 | 29.684 | 5.195 |
| GULSTMG159 | 253.060 | 11.640 | 2.504 |
| GULSTMG44 | 26.480 | 0.241 | 0.044 |
| GULSTMG73 | 94.912 | 2.121 | 0.451 |
| GULSTMGA7 | 16.883 | 0.101 | 0.019 |
| H23/HTE | 19.032 | 0.020 | 0.010 |
| H34/55 | 0.000 | 0.000 | 0.000 |
| HELIO H250 | 13.340 | 0.024 | 0.007 |
| HELIO H295 | 15.234 | 0.090 | 0.023 |
| HELIO H391 | 10.182 | 0.005 | 0.003 |
| HILLERFH1100 | 21.202 | 0.022 | 0.027 |
| HILLERUH12 | 17.304 | 2.341 | 0.762 |
| HUGHES269 | 10.651 | 1.384 | 0.403 |
| HUGHES369 | 26.210 | 5.698 | 1.171 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| HWKSLYDH104 | 50.000 | 0.040 | 0.026 |
| HWKSLYDH125 | 275.523 | 17.401 | 2.680 |
| HYNES B2 | 10.851 | 0.099 | 0.041 |
| INTRCP200 | 15.842 | 0.014 | 0.004 |
| ISRAEL1121 | 323.068 | 7.036 | 1.816 |
| ISRAEL1123 | 351.451 | 1.383 | 0.423 |
| ISRAEL1124 | 223.848 | 15.239 | 1.912 |
| JBMSTRDGA15 | 20.325 | 0.018 | 0.008 |
| LAIKFN10 | 0.000 | 0.000 | 0.000 |
| LEAR 23 | 270.741 | 2.917 | 1.002 |
| LEAR 24 | 299.272 | 11.267 | 2.631 |
| LEAR 25 | 268.919 | 23.504 | 5.493 |
| LEAR 35 | 207.044 | 41.500 | 4.395 |
| LEAR 55 | 200.123 | 9.007 | 0.996 |
| LET L13 | 0.000 | 0.000 | 0.000 |
| LKHEED12A | 41.964 | 0.008 | 0.004 |
| LKHEED1329 | 440.168 | 14.288 | 4.865 |
| LKHEED18 | 0.000 | 0.000 | 0.000 |
| LKHEED382 | 0.000 | 0.000 | 0.000 |
| LKHEEDP2V | 0.000 | 0.000 | 0.000 |
| LKHEEDPV1 | 130.000 | 0.023 | 0.043 |

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GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

PAGE 12 OF 18

| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| LKHEEDT33 | 0.000 | 0.000 | 0.000 |
| LUSCOM8 | 5.477 | 0.325 | 0.075 |
| MAULF M4 | 9.891 | 0.083 | 0.026 |
| MAULE M5 | 11.490 | 0.477 | 0.192 |
| MAULE M6 | 12.369 | 0.084 | 0.041 |
| MCLISHFUNKB | 5.470 | 0.014 | 0.004 |
| MEYERSOTW | 9.525 | 0.006 | 0.001 |
| MNCOUP90 | 8.699 | 0.008 | 0.002 |
| MNWMITEM18 | 4.170 | 0.014 | 0.005 |
| MOONEYM20 | 10.358 | 7.233 | 0.491 |
| MRCHTIS205 | 11.322 | 0.024 | 0.006 |
| MTSBSIMJ2 | 80.393 | 3.030 | 1.798 |
| MTSBSIMJ300 | 189.120 | 2.537 | 0.824 |
| MULTECD16 | 19.655 | 0.014 | 0.006 |
| NAMER B25 | 0.000 | 0.000 | 0.000 |
| NAMER F51 | 67.196 | 0.306 | 0.105 |
| NAMER NA260 | 26.296 | 0.158 | 0.036 |
| NAMER T6 | 30.075 | 0.678 | 0.207 |
| NATBAL752 | 0.000 | 0.000 | 0.000 |
| NAVAL N3N | 12.890 | 0.032 | 0.009 |
| NAVIONNAVION | 11.897 | 0.153 | 0.054 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

PAGE 13 OF 18

| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| NORD 3202 | 14.818 | 0.005 | 0.003 |
| NORD SV4 | 8.377 | 0.015 | 0.003 |
| NORWST65 | 4.423 | 0.005 | 0.001 |
| ORLHELH19 | 0.000 | 0.000 | 0.000 |
| ORLHELH58 | 0.000 | 0.000 | 0.000 |
| PARTENP68 | 20.907 | 0.244 | 0.047 |
| PICARDAX6 | 0.000 | 0.000 | 0.000 |
| PILATS84 | 0.000 | 0.000 | 0.000 |
| PIPER 600 | 33.451 | 2.682 | 0.354 |
| PIPER E2 | 3.000 | 0.000 | 0.000 |
| PIPER J2 | 3.406 | 0.004 | 0.001 |
| PIPER J3 | 4.832 | 0.824 | 0.110 |
| PIPER J4 | 4.397 | 0.014 | 0.004 |
| PIPER J5 | 5.642 | 0.057 | 0.019 |
| PIPER PA12 | 7.324 | 0.482 | 0.073 |
| PIPER PA14 | 8.323 | 0.010 | 0.008 |
| PIPER PA15 | 4.413 | 0.014 | 0.004 |
| PIPER PA16 | 6.404 | 0.059 | 0.014 |
| PIPER PA17 | 5.379 | 0.011 | 0.008 |
| PIPER PA18 | 7.634 | 3.278 | 0.529 |
| PIPER PA20 | 7.845 | 0.133 | 0.023 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

PAGE 14 OF 18

| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| PIPER PA22 | 8.325 | 1.688 | 0.216 |
| PIPER PA23 | 25.226 | 9.668 | 1.587 |
| PIPER PA24 | 12.128 | 3.238 | 0.328 |
| PIPER PA25 | 14.661 | 3.164 | 0.626 |
| PIPER PA28 | 9.719 | 27.958 | 1.517 |
| PIPER PA30 | 16.178 | 1.985 | 0.313 |
| PIPER PA31 | 37.106 | 23.065 | 2.996 |
| PIPER PA31T | 69.274 | 8.559 | 1.347 |
| PIPER PA32 | 16.021 | 9.623 | 1.113 |
| PIPER PA34 | 22.236 | 8.759 | 1.606 |
| PIPER PA36 | 18.273 | 1.262 | 0.274 |
| PIPER PA38 | 6.172 | 1.473 | 0.249 |
| PIPER PA42 | 87.306 | 3.929 | 0.695 |
| PIPER PA44 | 17.294 | 2.591 | 0.697 |
| PIPER PA46 | 16.498 | 1.101 | 0.179 |
| PROPIJT200 | 14.977 | 0.056 | 0.014 |
| RAVEN RX6 | 0.000 | 0.000 | 0.000 |
| RAVEN S50 | 0.000 | 0.000 | 0.000 |
| RAVEN S55 | 0.000 | 0.000 | 0.000 |
| RAVEN S60 | 0.000 | 0.000 | 0.000 |
| RAVEN S66 | 0.000 | 0.000 | 0.000 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| RKWELL500 | 33.043 | 0.286 | 0.061 |
| RKWELL700 | 41.428 | 0.174 | 0.046 |
| RKWELLNA265 | 301.693 | 49.579 | 13.652 |
| ROBSINR22 | 7.763 | 0.564 | 0.117 |
| ROLSCHLS | 0.000 | 0.000 | 0.000 |
| RYAN ST3 | 9.756 | 0.035 | 0.008 |
| RYAN STA | 7.000 | 0.004 | 0.003 |
| SAAB SF340 | 139.626 | 1.425 | 0.298 |
| SCHLERASK21 | 0.000 | 0.000 | 0.000 |
| SCHLERASW15 | 0.000 | 0.000 | 0.000 |
| SCHLERASW19 | 0.000 | 0.000 | 0.000 |
| SCHLERASW20 | 0.000 | 0.000 | 0.000 |
| SCHLERK8 | 0.000 | 0.000 | 0.000 |
| SCHLERKA6 | 0.000 | 0.000 | 0.000 |
| SCWZERG164 | 24.756 | 1.003 | 0.218 |
| SCWZERSG1 | 0.000 | 0.000 | 0.000 |
| SCWZERSG2 | 0.000 | 0.000 | 0.000 |
| SEMCO CLINGER | 0.000 | 0.000 | 0.000 |
| SEMCO MODEL T | 0.000 | 0.000 | 0.000 |
| SKRSKY555 | 0.000 | 0.000 | 0.000 |
| SKRSKY558 | 0.000 | 0.000 | 0.000 |

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GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| SKRSKYS8T | 110.000 | 0.914 | 0.541 |
| SKRSKYS61 | 164.878 | 0.854 | 0.546 |
| SKRSKYS76 | 90.522 | 5.293 | 1.466 |
| SLINDS100 | 9.388 | 0.113 | 0.025 |
| SMITH 600 | 33.382 | 1.850 | 0.385 |
| SNIAS 350 | 34.439 | 4.134 | 1.007 |
| SNIAS SA341 | 39.626 | 0.068 | 0.067 |
| SOCATAMS894 | 9.740 | 0.014 | 0.007 |
| SDCATARALLYE | 8.989 | 0.016 | 0.003 |
| SOCATATB10 | 8.866 | 0.052 | 0.012 |
| SOCATATB20 | 12.799 | 0.167 | 0.035 |
| SPHRTHCIRRU | 0.000 | 0.000 | 0.000 |
| SPHRTHNIMBUS | 0.000 | 0.000 | 0.000 |
| SPHRTHVENTUS | 0.000 | 0.000 | 0.000 |
| STNSON10 | 6.639 | 0.013 | 0.004 |
| STNSONL5 | 12.280 | 0.007 | 0.005 |
| STNSONSR9 | 15.781 | 0.002 | 0.001 |
| STNSONV77 | 14.523 | 0.010 | 0.006 |
| STOLAMRC3 | 14.395 | 0.057 | 0.026 |
| SUPAC LA | 5.060 | 0.004 | 0.001 |
| SUPAC V | 5.000 | 0.000 | 0.000 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| SWRNGNSA226 | 96.137 | 24.964 | 4.612 |
| SWRNGNSA227 | 70.117 | 11.180 | 2.516 |
| SWRNGNSA26 | 66.100 | 1.235 | 0.295 |
| TCRAFK21 | 8.017 | 0.009 | 0.002 |
| TCRAFKD | 4.361 | 0.045 | 0.015 |
| TCRAFTA | 3.714 | 0.002 | 0.001 |
| TCRAFTBC | 5.249 | 0.292 | 0.068 |
| TCRAFTBF | 4.000 | 0.006 | 0.002 |
| TCRAFTBL | 4.174 | 0.016 | 0.004 |
| TEMCO 11A | 11.298 | 0.009 | 0.002 |
| TH55 | 10.182 | 0.014 | 0.004 |
| THUNDRAX7 | 0.000 | 0.000 | 0.000 |
| TMPSONNAVION | 12.796 | 0.493 | 0.089 |
| TRYTEK65 | 4.454 | 0.022 | 0.008 |
| TRYTEKK | 6.000 | 0.002 | 0.002 |
| UNIVACGC1 | 9.278 | 0.234 | 0.063 |
| UNIVAR108 | 9.657 | 0.559 | 0.087 |
| UNIVAR415 | 4.988 | 0.297 | 0.070 |
| VARGA 2150 | 8.710 | 0.102 | 0.033 |
| WACO ASO | 11.019 | 0.004 | 0.001 |
| WACO GXE | 7.402 | 0.002 | 0.001 |

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

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| MANUFACTURER/MODEL GROUP | MEAN RATE GPH | ESTIMATED FUEL USE (mil gal) | STANDARD ERROR (mil gal) |
|-----------------------------|---------------------|------------------------------------|--------------------------------|
| WACO R | 7.988 | 0.001 | 0.000 |
| WACO UPF7 | 13.207 | 0.044 | 0.016 |
| WACO YK | 13.800 | 0.008 | 0.002 |
| WSK M18 | 0.000 | 0.000 | 0.000 |
| WTHRLY201 | 24.312 | 0.295 | 0.034 |
| TOTALS | 26.808 | 1141.303 | 15.148 |

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1986

PAGE 1 OF 3

| AIRCRAFT TYPE | | FUEL GRADE | | | | | TOTAL |
|-----------------|---------------------|------------|------------|-------------|----------|----------|--------|
| | | 80 OCTANE | 100 OCTANE | 100 LOWLEAD | AUTO GAS | JET FUEL | |
| FIXED WING | | | | | | | |
| PISTON | | | | | | | |
| 1 ENG 1-3 SEATS | MEAN GPH | | | | | | |
| | FUEL USE (mil gal) | 8.30 | 12.44 | 8.93 | 10.11 | 0.00 | 9.88 |
| | STD ERROR (mil gal) | 13.73 | 20.89 | 31.75 | 17.08 | 0.00 | 83.67 |
| 1 ENG 4+ SEATS | MEAN GPH | | | | | | |
| | FUEL USE (mil gal) | 1.98 | 2.45 | 2.54 | 1.95 | 0.00 | 3.43 |
| | STD ERROR (mil gal) | | | | | | |
| 1 ENG 4+ SEATS | MEAN GPH | 10.15 | 11.47 | 11.13 | 9.47 | 0.00 | 11.11 |
| | FUEL USE (mil gal) | 13.02 | 45.97 | 92.67 | 6.94 | 0.00 | 158.72 |
| | STD ERROR (mil gal) | 0.55 | 1.72 | 2.73 | 0.29 | 0.00 | 3.82 |
| TOTAL 1 ENG | MEAN GPH | 9.22 | 11.72 | 10.53 | 9.84 | 0.00 | 10.69 |
| | FUEL USE (mil gal) | 26.76 | 66.85 | 124.41 | 24.01 | 0.00 | 242.39 |
| | STD ERROR (mil gal) | 2.05 | 2.99 | 3.73 | 1.97 | 0.00 | 5.13 |
| 2 ENG 1-6 SEATS | MEAN GPH | | | | | | |
| | FUEL USE (mil gal) | 21.86 | 27.77 | 26.97 | 17.87 | 0.00 | 26.95 |
| | STD ERROR (mil gal) | 0.35 | 16.00 | 59.71 | 0.07 | 0.00 | 75.83 |
| 2 ENG 1-6 SEATS | MEAN GPH | 0.09 | 1.49 | 4.34 | 0.03 | 0.00 | 4.40 |
| | FUEL USE (mil gal) | | | | | | |
| | STD ERROR (mil gal) | | | | | | |
| 2 ENG 7+ SEATS | MEAN GPH | 46.84 | 35.37 | 34.41 | 38.94 | 0.00 | 35.06 |
| | FUEL USE (mil gal) | 0.78 | 26.19 | 50.77 | 0.10 | 0.00 | 78.61 |
| | STD ERROR (mil gal) | 0.47 | 4.03 | 5.36 | 0.05 | 0.00 | 7.14 |
| TOTAL 2 ENG | MEAN GPH | 33.41 | 31.60 | 29.66 | 24.93 | 0.00 | 30.22 |
| | FUEL USE (mil gal) | 1.13 | 42.19 | 110.48 | 0.17 | 0.00 | 154.45 |
| | STD ERROR (mil gal) | 0.48 | 4.30 | 6.89 | 0.06 | 0.00 | 8.39 |
| OTHER PISTON | MEAN GPH | | | | | | |
| | FUEL USE (mil gal) | 4.00 | 247.65 | 63.42 | 4.00 | 0.00 | 79.28 |
| | STD ERROR (mil gal) | 0.00 | 0.51 | 0.37 | 0.00 | 0.00 | 0.86 |
| TOTAL PISTON | MEAN GPH | 0.00 | 0.38 | 0.37 | 0.00 | 0.00 | 0.63 |
| | FUEL USE (mil gal) | | | | | | |
| | STD ERROR (mil gal) | | | | | | |
| TOTAL PISTON | MEAN GPH | 9.42 | 14.73 | 14.08 | 9.86 | 0.00 | 13.67 |
| | FUEL USE (mil gal) | 27.89 | 109.55 | 235.26 | 24.18 | 0.00 | 397.70 |
| | STD ERROR (mil gal) | 2.10 | 5.25 | 7.84 | 1.98 | 0.00 | 9.85 |

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1986

PAGE 2 OF 3

| AIRCRAFT TYPE | | FUEL GRADE | | | | | TOTAL |
|------------------|---------------------|------------|------------|-------------|----------|----------|--------|
| | | 80 OCTANE | 100 OCTANE | 100 LOWLEAD | AUTO GAS | JET FUEL | |
| TURBOPROP | | | | | | | |
| 2 ENG 1-12 SEATS | MEAN GPH | | | | | 74.99 | 74.97 |
| | FUEL USE (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 122.10 | 122.12 |
| | STD ERROR (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 8.69 | 6.66 |
| 2 ENG 13+ SEATS | MEAN GPH | 0.00 | 0.00 | 0.00 | 0.00 | 106.62 | 106.62 |
| | FUEL USE (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 111.37 | 111.37 |
| | STD ERROR (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 11.78 | 11.78 |
| TOTAL 2 ENG | MEAN GPH | 0.00 | 0.00 | 0.00 | 0.00 | 83.70 | 83.68 |
| | FUEL USE (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 233.47 | 233.49 |
| | STD ERROR (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 14.64 | 13.54 |
| OTHER TURBOPROP | MEAN GPH | 0.00 | 0.00 | 0.00 | 0.00 | 45.08 | 45.13 |
| | FUEL USE (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 3.78 | 3.78 |
| | STD ERROR (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 1.26 | 0.55 |
| TOTAL TURBOPROP | MEAN GPH | 0.00 | 0.00 | 0.00 | 0.00 | 82.25 | 82.22 |
| | FUEL USE (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 237.25 | 237.27 |
| | STD ERROR (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 14.70 | 13.55 |
| TURBOJET | | | | | | | |
| 2 ENG | MEAN GPH | 0.00 | 0.00 | 0.00 | 0.00 | 238.30 | 238.40 |
| | FUEL USE (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 373.25 | 373.43 |
| | STD ERROR (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 21.82 | 20.77 |
| OTHER | MEAN GPH | 0.00 | 0.00 | 0.00 | 0.00 | 525.02 | 525.02 |
| | FUEL USE (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 47.39 | 47.39 |
| | STD ERROR (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 12.21 | 12.21 |
| TOTAL TURBOJET | MEAN GPH | 0.00 | 0.00 | 0.00 | 0.00 | 256.00 | 255.89 |
| | FUEL USE (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 420.64 | 420.82 |
| | STD ERROR (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 25.00 | 24.09 |

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1986

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| AIRCRAFT TYPE | | FUEL GRADE | | | | | TOTAL |
|------------------|---------------------|------------|------------|-------------|----------|----------|---------|
| | | 80 OCTANE | 100 OCTANE | 100 LOWLEAD | AUTO GAS | JET FUEL | |
| TOTAL FIXED WING | MEAN GPH | 9.42 | 14.73 | 14.08 | 9.86 | 151.08 | 26.72 |
| | FUEL USE (mil gal) | 27.89 | 109.55 | 235.26 | 24.18 | 657.89 | 1055.80 |
| | STD ERROR (mil gal) | 2.10 | 5.25 | 7.84 | 1.98 | 29.00 | 29.34 |
| ROTORCRAFT | MEAN GPH | 14.25 | 14.65 | 13.90 | 5.68 | 0.00 | 14.36 |
| | FUEL USE (mil gal) | 0.47 | 2.77 | 8.01 | 0.11 | 0.00 | 11.34 |
| | STD ERROR (mil gal) | 0.20 | 0.49 | 1.22 | 0.06 | 0.00 | 1.68 |
| PISTON | MEAN GPH | 0.00 | 0.00 | 0.00 | 0.00 | 34.60 | 34.59 |
| | FUEL USE (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 74.02 | 73.99 |
| | STD ERROR (mil gal) | 0.00 | 0.00 | 0.00 | 0.00 | 7.96 | 5.05 |
| TURBINE | MEAN GPH | 14.25 | 14.65 | 13.90 | 5.68 | 0.00 | 14.36 |
| | FUEL USE (mil gal) | 0.47 | 2.77 | 8.01 | 0.11 | 0.00 | 11.34 |
| | STD ERROR (mil gal) | 0.20 | 0.49 | 1.22 | 0.06 | 0.00 | 1.68 |
| TOTAL ROTORCRAFT | MEAN GPH | 14.25 | 14.65 | 13.90 | 5.68 | 34.60 | 28.24 |
| | FUEL USE (mil gal) | 0.47 | 2.77 | 8.01 | 0.11 | 74.02 | 85.32 |
| | STD ERROR (mil gal) | 0.20 | 0.49 | 1.22 | 0.06 | 7.96 | 5.32 |
| OTHER | MEAN GPH | 3.00 | 3.06 | 3.75 | 2.98 | 0.00 | 3.71 |
| | FUEL USE (mil gal) | 0.00 | 0.04 | 0.38 | 0.01 | 0.00 | 0.44 |
| | STD ERROR (mil gal) | 0.00 | 0.10 | 0.80 | 0.01 | 0.00 | 0.07 |
| TOTAL AIRCRAFT | MEAN GPH | 9.45 | 14.72 | 14.07 | 9.84 | 109.54 | 26.81 |
| | FUEL USE (mil gal) | 28.36 | 112.36 | 243.65 | 24.30 | 731.91 | 1141.56 |
| | STD ERROR (mil gal) | 2.11 | 5.27 | 7.98 | 1.98 | 30.08 | 29.82 |

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 24
GENERAL AVIATION MILES FLOWN
BY AIRCRAFT TYPE
NAUTICAL MILES (IN THOUSANDS)
1986

| AIRCRAFT TYPE | EXEC | BUS | PERS | INSTR | APPL | OBSR | WORK | COMM | TAXI | OTHER | TOTAL |
|------------------------|--------|--------|---------|--------|--------|--------|-------|--------|--------|-------|---------|
| FIXED WING | | | | | | | | | | | |
| FIXED WING - PISTON | | | | | | | | | | | |
| 1 ENG: 1-3 SEATS | 189 | 27894 | 245379 | 202967 | 140356 | 17455 | 13685 | 0 | 5935 | 9940 | 663801 |
| 1 ENG: 4+ SEATS | 29579 | 437780 | 674934 | 134733 | 9284 | 79308 | 8570 | 30118 | 63089 | 21194 | 1488551 |
| 1 ENGINE: TOTAL | 29768 | 465654 | 920313 | 337700 | 149620 | 96763 | 22256 | 30118 | 69024 | 31134 | 2152352 |
| 2 ENG: 1-6 SEATS | 40574 | 166209 | 72290 | 29291 | 2447 | 10584 | 0 | 6118 | 88203 | 4679 | 400394 |
| 2 ENG: 7+ SEATS | 71287 | 63645 | 16529 | 989 | 766 | 5843 | 890 | 54909 | 85008 | 9732 | 309599 |
| 2 ENG: TOTAL | 111861 | 229854 | 88820 | 30280 | 3213 | 16427 | 890 | 61027 | 153211 | 14410 | 709993 |
| PISTON OTHER | 0 | 0 | 336 | 0 | 838 | 0 | 0 | 1109 | 0 | 87 | 2369 |
| PISTON TOTAL | 141629 | 695508 | 1009468 | 367980 | 153671 | 113190 | 23146 | 92255 | 222235 | 45631 | 2864714 |
| FIXED WING - TURBOPROP | | | | | | | | | | | |
| 2 ENG: 1-12 SEATS | 175966 | 37663 | 7530 | 0 | 537 | 1833 | 85 | 56149 | 35112 | 6704 | 321579 |
| 2 ENG: 13+ SEATS | 18244 | 596 | 18 | 17 | 0 | 6 | 672 | 190275 | 5661 | 1005 | 216494 |
| 2 ENGINE: TOTAL | 194209 | 38258 | 7549 | 17 | 537 | 1839 | 757 | 246424 | 40773 | 7709 | 538073 |
| TURBOPROP: OTHER | 90 | 24 | 27 | 0 | 4249 | 239 | 0 | 6713 | 97 | 703 | 12142 |
| TURBOPROP: TOTAL | 194299 | 38282 | 7576 | 17 | 4766 | 2078 | 757 | 253137 | 40870 | 8412 | 550215 |

TABLE 2 - 24

GENERAL AVIATION MILES FLOWN
BY AIRCRAFT TYPE
NAUTICAL MILES (IN THOUSANDS)
1986

PAGE 2 OF 2

| AIRCRAFT TYPE | EXEC | BUS | PERS | INSTR | APPL | OBSER | WORK | COMM | TAXI | OTHER | TOTAL |
|-----------------------|--------|--------|---------|--------|--------|--------|-------|--------|--------|--------|---------|
| FIXED WING - TURBOJET | | | | | | | | | | | |
| 2 ENGINE TURBOJET | 460352 | 37548 | 3490 | 0 | 0 | 0 | 0 | 160 | 82323 | 48428 | 632301 |
| TURBOJET: OTHER | 37084 | 2030 | 1088 | 0 | 0 | 0 | 0 | 0 | 0 | 1207 | 41408 |
| TURBOJET: TOTAL | 497436 | 39578 | 4577 | 0 | 0 | 0 | 0 | 160 | 82323 | 49634 | 673709 |
| FIXED WING: TOTAL | 833364 | 773368 | 1021622 | 367998 | 158457 | 115268 | 23903 | 345552 | 345428 | 103878 | 4088638 |
| ROTORCRAFT: | | | | | | | | | | | |
| PISTON | 137 | 1866 | 1689 | 4511 | 14093 | 17132 | 204 | 86 | 885 | 8127 | 48729 |
| TURBINE | 38362 | 7191 | 728 | 4803 | 2124 | 16044 | 5181 | 5957 | 34919 | 11742 | 127051 |
| ROTORCRAFT: TOTAL | 38499 | 9057 | 2417 | 9314 | 16217 | 33176 | 5385 | 6042 | 35804 | 19869 | 175779 |
| OTHER | 6 | 14 | 10469 | 1905 | 0 | 0 | 0 | 0 | 0 | 219 | 12613 |
| TOTAL | 871869 | 782439 | 1034508 | 379216 | 174674 | 148444 | 29288 | 351595 | 381232 | 123765 | 4277031 |

TABLE 2-25
NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS

| | 1986 | | | | | | | | PAGE 1 OF 2 | |
|--|------|------|------|-------|------|------|-------|-------|-------------|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTALS | |
| LOCALIZER | 192 | 319 | 2628 | 8939 | 0 | 56 | 1375 | 1317 | 14828 | |
| | 49.1 | 41.9 | 13.4 | 7.5 | 0.0 | * | 18.7 | 20.0 | 5.7 | |
| | 1.3 | 2.2 | 17.7 | 60.3 | 0.0 | 0.4 | 9.3 | 8.9 | | |
| | 0.5 | 1.7 | 7.6 | 11.6 | 0.0 | 2.5 | 6.9 | 1.7 | 5.5 | |
| LOCALIZER, MARKER BEACON | 51 | 4 | 428 | 6734 | 0 | 0 | 1167 | 2251 | 10635 | |
| | * | * | 34.6 | 8.6 | 0.0 | 0.0 | 21.1 | 14.4 | 6.7 | |
| | 0.5 | 0.0 | 4.0 | 63.3 | 0.0 | 0.0 | 11.0 | 21.2 | 4.0 | |
| | 0.1 | 0.0 | 1.2 | 8.7 | 0.0 | 0.0 | 5.9 | 3.0 | | |
| LOCALIZER, MARKER BEACON, GLIDE SLOPE | 149 | 145 | 1156 | 30612 | 328 | 610 | 13747 | 53296 | 100043 | |
| | * | * | 21.2 | 3.7 | 41.2 | 28.0 | 5.9 | 2.3 | 1.4 | |
| | 0.1 | 0.1 | 1.2 | 30.6 | 0.3 | 0.6 | 13.7 | 53.3 | 37.2 | |
| | 0.4 | 0.8 | 3.4 | 39.7 | 63.4 | 27.0 | 69.1 | 70.1 | | |
| LOCALIZER, MARKER BEACON, GLIDE SLOPE, RADAR ALTIMETER | 15 | 54 | 159 | 1288 | 86 | 201 | 311 | 18450 | 20563 | |
| | * | * | 42.3 | 16.9 | * | 45.5 | 37.7 | 3.3 | 3.0 | |
| | 0.1 | 0.3 | 0.8 | 6.3 | 0.4 | 1.0 | 1.5 | 89.7 | 7.7 | |
| | 0.0 | 0.3 | 0.5 | 1.7 | 16.6 | 8.9 | 1.6 | 24.3 | | |
| LONG RANGE NAV (INCLUDES OMEGA, LORAN-C) | 196 | 1656 | 2099 | 13135 | 55 | 363 | 6150 | 23556 | 47210 | |
| | 48.9 | 15.7 | 14.9 | 5.9 | * | 28.6 | 8.9 | 3.7 | 2.7 | |
| | 0.4 | 3.5 | 4.4 | 27.8 | 0.1 | 0.8 | 13.0 | 49.9 | | |
| | 0.5 | 8.7 | 6.1 | 17.1 | 10.6 | 16.1 | 30.9 | 31.0 | 17.6 | |
| RADAR ALTIMETER | 21 | 204 | 213 | 1385 | 86 | 278 | 403 | 19273 | 21863 | |
| | * | 39.1 | 35.2 | 15.9 | * | 38.0 | 33.0 | 3.2 | 2.9 | |
| | 0.1 | 0.9 | 1.0 | 6.3 | 0.4 | 1.3 | 1.8 | 88.2 | 8.1 | |
| | 0.1 | 1.1 | 0.6 | 1.8 | 16.6 | 12.3 | 2.0 | 25.3 | | |
| MICROWAVE LANDING SYSTEM | 13 | 36 | 50 | 574 | 0 | 160 | 35 | 770 | 1639 | |
| | * | * | * | 29.0 | 0.0 | * | * | 21.7 | 16.0 | |
| | 0.8 | 2.2 | 3.1 | 35.0 | 0.0 | 9.8 | 2.1 | 47.0 | 0.6 | |
| | 0.0 | 0.2 | 0.1 | 0.7 | 0.0 | 7.1 | 0.2 | 1.0 | | |
| LOCALIZER, MARKER BEACON, GLIDE SLOPE, MICROWAVE LANDING SYSTEM | 0 | 0 | 0 | 71 | 0 | 0 | 4 | 652 | 727 | |
| | 0.0 | 0.0 | 0.0 | * | 0.0 | 0.0 | * | 23.4 | 21.7 | |
| | 0.0 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | 0.6 | 89.7 | 0.3 | |
| | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.9 | | |

TABLE 2-25
NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

| | | 1986 | | | | | | | | TOTALS |
|--|-----------|-------|-------|-------|-------|------|------|-------|-------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| LONG RANGE NAV. MICROWAVE LANDING SYSTEM | ESTIMATE | 0 | 1 | 0 | 166 | 0 | 0 | 0 | 389 | 557 |
| | % STD ERR | 0.0 | * | 0.0 | * | 0.0 | 0.0 | 0.0 | 30.9 | 26.9 |
| | ROW % | 0.0 | 0.2 | 0.0 | 29.8 | 0.0 | 0.0 | 0.0 | 69.8 | |
| | COLUMN % | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.5 | 0.2 |
| NO REGULATORY AVIONICS | ESTIMATE | 38900 | 16878 | 28202 | 24510 | 102 | 956 | 2600 | 453 | 112612 |
| | % STD ERR | 2.3 | 4.3 | 3.6 | 4.2 | * | 22.8 | 14.1 | 29.3 | 1.1 |
| | ROW % | 34.5 | 15.0 | 25.0 | 21.8 | 0.1 | 0.8 | 2.3 | 0.4 | |
| | COLUMN % | 98.8 | 89.1 | 81.9 | 31.8 | 19.7 | 42.3 | 13.1 | 0.6 | 41.9 |
| ALL AIRCRAFT | ESTIMATE | 39390 | 18946 | 34430 | 77035 | 517 | 2258 | 19894 | 76065 | 268617 |
| | % STD ERR | 2.3 | 4.1 | 3.2 | 2.0 | 30.8 | 14.1 | 4.8 | 1.6 | |
| | ROW % | 14.7 | 7.1 | 12.8 | 28.7 | 0.2 | 0.8 | 7.4 | 28.3 | |

HIERARCHICAL CAPABILITY GROUPS KEY

- 1 - NO REGULATORY AVIONICS
- 2 - TWO-WAY COMMUNICATIONS
- 3 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; VOR OR ADF OR RNAV
- 4 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER; VOR OR RNAV
- 5 - 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
- 6 - TWO-WAY COMMUNICATIONS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
- 7 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR
- 8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR AND DME OR RNAV

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-26
PRIMARY USE VS. HIERARCHICAL CAPABILITY GROUPS

| | | 1986 | | | | | | | | PAGE 1 OF 2 | |
|----------------------|-----------|-------|------|-------|-------|------|------|-------|-------|-------------|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTALS | |
| EXECUTIVE | ESTIMATE | 5 | 35 | 194 | 869 | 3 | 145 | 376 | 10861 | 12487 | |
| | % STD ERR | * | * | 42.9 | 21.8 | * | * | 32.6 | 4.4 | 4.2 | |
| | ROW % | 0.0 | 0.3 | 1.6 | 7.0 | 0.0 | 1.2 | 3.0 | 87.0 | | |
| | COLUMN % | 0.0 | 0.2 | 0.6 | 1.1 | 0.6 | 6.4 | 1.9 | 14.3 | 4.6 | |
| BUSINESS | ESTIMATE | 602 | 629 | 2199 | 11235 | 44 | 281 | 3369 | 26676 | 45035 | |
| | % STD ERR | 28.2 | 26.0 | 14.0 | 6.4 | * | 44.2 | 12.2 | 3.6 | 2.7 | |
| | ROW % | 1.3 | 1.4 | 4.9 | 24.9 | 0.1 | 0.6 | 7.5 | 59.2 | | |
| | COLUMN % | 1.5 | 3.3 | 6.4 | 14.6 | 8.5 | 12.4 | 16.9 | 35.1 | 16.8 | |
| PERSONAL | ESTIMATE | 13255 | 9551 | 20196 | 47241 | 302 | 163 | 11248 | 24186 | 126141 | |
| | % STD ERR | 4.8 | 5.9 | 4.4 | 2.8 | 38.9 | * | 6.6 | 4.1 | 1.2 | |
| | ROW % | 10.5 | 7.6 | 16.0 | 37.5 | 0.2 | 0.1 | 8.9 | 19.2 | | |
| | COLUMN % | 33.7 | 50.4 | 58.7 | 61.3 | 58.4 | 7.2 | 56.5 | 31.8 | 47.0 | |
| INSTRUCTIONAL | ESTIMATE | 970 | 958 | 2278 | 7642 | 26 | 62 | 1882 | 2571 | 16388 | |
| | % STD ERR | 18.8 | 20.5 | 16.1 | 8.5 | * | * | 18.0 | 14.3 | 5.3 | |
| | ROW % | 5.9 | 5.8 | 13.9 | 46.6 | 0.2 | 0.4 | 11.5 | 15.7 | | |
| | COLUMN % | 2.5 | 5.1 | 6.6 | 9.9 | 5.0 | 2.7 | 9.5 | 3.4 | 6.1 | |
| AERIAL APPLICATIONS | ESTIMATE | 5153 | 1416 | 183 | 269 | 18 | 64 | 259 | 77 | 7440 | |
| | % STD ERR | 5.6 | 16.2 | 45.1 | 36.0 | * | * | 37.7 | 38.0 | 3.7 | |
| | ROW % | 69.3 | 19.0 | 2.5 | 3.6 | 0.2 | 0.9 | 3.5 | 1.0 | | |
| | COLUMN % | 13.1 | 7.5 | 0.5 | 0.3 | 3.5 | 2.8 | 1.3 | 0.1 | 2.8 | |
| AERIAL OBSERVATION | ESTIMATE | 482 | 660 | 559 | 1356 | 0 | 163 | 635 | 1111 | 4966 | |
| | % STD ERR | 28.5 | 22.9 | 28.8 | 19.3 | 0.0 | 49.4 | 26.9 | 20.4 | 9.3 | |
| | ROW % | 9.7 | 13.3 | 11.3 | 27.3 | 0.0 | 3.3 | 12.8 | 22.4 | | |
| | COLUMN % | 1.2 | 3.5 | 1.6 | 1.8 | 0.0 | 7.2 | 3.2 | 1.5 | 1.8 | |
| OTHER WORK USE | ESTIMATE | 232 | 304 | 146 | 202 | 0 | 216 | 113 | 39 | 1252 | |
| | % STD ERR | 40.2 | 39.0 | * | 44.0 | 0.0 | 49.8 | * | * | 18.8 | |
| | ROW % | 18.5 | 24.3 | 11.7 | 16.1 | 0.0 | 17.3 | 9.0 | 3.1 | | |
| | COLUMN % | 0.6 | 1.6 | 0.4 | 0.3 | 0.0 | 9.6 | 0.6 | 0.1 | 0.5 | |
| COMPUTER AIR CARRIER | ESTIMATE | 0 | 78 | 122 | 418 | 0 | 0 | 230 | 935 | 1783 | |
| | % STD ERR | 0.0 | * | * | 28.5 | 0.0 | 0.0 | 48.0 | 10.0 | 10.3 | |
| | ROW % | 0.0 | 4.4 | 6.8 | 23.4 | 0.0 | 0.0 | 12.9 | 52.4 | | |
| | COLUMN % | 0.0 | 0.4 | 0.4 | 0.5 | 0.0 | 0.0 | 1.2 | 1.2 | 0.7 | |

TABLE 2-26
PRIMARY USE VS. HIERARCHICAL CAPABILITY GROUPS

| | | 1986 | | | | | | | | PAGE 2 OF 2 | |
|------------|-----------|-------|-------|-------|-------|------|------|-------|-------|-------------|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTALS | |
| AIR TAXI | ESTIMATE | 45 | 1451 | 30 | 752 | 0 | 811 | 282 | 4433 | 7806 | |
| | % STD ERR | * | 16.4 | * | 22.2 | 0.0 | 23.4 | 42.4 | 9.4 | 6.9 | |
| | ROW % | 0.6 | 18.6 | 0.4 | 9.6 | 0.0 | 10.4 | 3.6 | 56.8 | 2.9 | |
| | COLUMN % | 0.1 | 7.7 | 0.1 | 1.0 | 0.0 | 35.9 | 1.4 | 5.8 | | |
| OTHER USES | ESTIMATE | 958 | 959 | 1045 | 903 | 0 | 65 | 508 | 1717 | 6153 | |
| | % STD ERR | 23.6 | 21.1 | 21.5 | 21.5 | 0.0 | * | 31.9 | 14.5 | 8.2 | |
| | ROW % | 15.6 | 15.6 | 17.0 | 14.7 | 0.0 | 1.1 | 8.3 | 27.9 | 2.3 | |
| | COLUMN % | 2.4 | 5.1 | 3.0 | 1.2 | 0.0 | 2.9 | 2.6 | 2.3 | | |
| INACTIVE | ESTIMATE | 17687 | 2976 | 7663 | 6425 | 27 | 294 | 812 | 3710 | 39595 | |
| | % STD ERR | 4.2 | 11.3 | 7.5 | 8.4 | * | 35.0 | 23.4 | 10.6 | 2.8 | |
| | ROW % | 44.7 | 7.5 | 19.4 | 16.2 | 0.1 | 0.7 | 2.1 | 9.4 | 14.7 | |
| | COLUMN % | 44.9 | 15.7 | 22.3 | 8.3 | 5.2 | 13.0 | 4.1 | 4.9 | | |
| TOTALS | ESTIMATE | 39390 | 18946 | 34430 | 77035 | 517 | 2258 | 19894 | 76065 | 268617 | |
| | % STD ERR | 2.3 | 4.1 | 3.2 | 2.0 | 30.8 | 14.1 | 4.8 | 1.6 | | |
| | ROW % | 14.7 | 7.1 | 12.8 | 28.7 | 0.2 | 0.8 | 7.4 | 28.3 | | |
| | COLUMN % | | | | | | | | | | |

HIERARCHICAL CAPABILITY GROUPS KEY

- 1 - NO REGULATORY AVIONICS
- 2 - TWO-WAY COMMUNICATIONS
- 3 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; VOR OR ADF OR RNAV
- 4 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER; VOR OR RNAV
- 5 - 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
- 6 - TWO-WAY COMMUNICATIONS: 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
- 7 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT, VOR
- 8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR AND DME OR RNAV

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-27
HOURS FLOWN VS. HIERARCHICAL CAPABILITY GROUPS

1986

PAGE 1 OF 2

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTALS |
|-----------------|---|-----------------------------|------------------------------|------------------------------|-------------------------|----------------------------|-----------------------------|------------------------------|----------------------|
| 1 - 49 HOURS | 10531 ESTIMATE % STD ERR ROW % COLUMN % | 6300 7.6 10.3 33.3 | 12874 6.0 21.0 37.4 | 19831 4.8 32.4 25.7 | 105 * 0.2 20.3 | 178 49.4 0.3 7.9 | 3759 11.6 6.1 18.9 | 7657 7.7 12.5 10.1 | 61234 2.4 22.8 |
| 50 - 99 HOURS | 4034 ESTIMATE % STD ERR ROW % COLUMN % | 3290 10.8 6.1 17.4 | 7205 8.3 13.4 20.9 | 20350 4.8 37.9 26.4 | 109 * 0.2 21.1 | 243 * 0.5 10.8 | 5183 10.0 9.6 26.1 | 13310 5.8 24.8 17.5 | 53723 2.7 20.0 |
| 100 - 149 HOURS | 1946 ESTIMATE % STD ERR ROW % COLUMN % | 1640 15.9 4.0 8.7 | 3344 12.3 8.2 9.7 | 12871 6.2 31.6 16.7 | 167 * 0.4 32.3 | 126 46.1 0.3 5.6 | 3943 11.6 9.7 19.8 | 16699 5.0 41.0 22.0 | 40737 3.2 15.2 |
| 150 - 199 HOURS | 1369 ESTIMATE % STD ERR ROW % COLUMN % | 1288 18.7 7.3 3.5 | 924 21.9 4.9 2.7 | 4724 10.6 25.3 6.1 | 1 * 0.0 0.2 | 180 * 1.0 8.0 | 1379 19.5 7.4 6.9 | 8808 7.2 47.2 11.6 | 18673 5.0 7.0 |
| 200 - 249 HOURS | 607 ESTIMATE % STD ERR ROW % COLUMN % | 693 25.9 4.8 3.7 | 790 25.1 5.5 2.3 | 3297 13.0 22.8 4.3 | 3 * 0.0 0.6 | 199 47.4 1.4 8.8 | 1627 18.1 11.2 8.2 | 7252 7.9 50.1 9.5 | 14468 5.7 5.4 |
| 250 - 299 HOURS | 478 ESTIMATE % STD ERR ROW % COLUMN % | 302 38.3 4.4 1.6 | 151 48.0 2.2 0.4 | 1318 21.3 19.2 1.7 | 0 0.0 0.0 0.0 | 235 48.4 3.4 10.4 | 376 36.0 5.5 1.9 | 3997 10.3 58.3 5.3 | 6857 8.2 2.6 |
| 300 - 349 HOURS | 543 ESTIMATE % STD ERR ROW % COLUMN % | 512 27.6 7.0 2.7 | 328 36.8 4.5 1.0 | 2025 16.5 27.7 2.6 | 0 0.0 0.0 0.0 | 126 * 1.7 5.6 | 452 34.7 6.2 2.3 | 3330 10.9 45.5 4.4 | 7317 7.9 2.7 |
| 350 - 399 HOURS | 347 ESTIMATE % STD ERR ROW % COLUMN % | 206 49.7 4.0 1.1 | 185 * 3.6 0.5 | 1422 20.5 27.7 1.8 | 0 0.0 0.0 0.0 | 116 * 2.3 5.1 | 426 36.5 8.3 2.1 | 2423 13.3 47.3 3.2 | 5125 9.8 1.9 |

TABLE 2-27
HOURS FLOWN VS. HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

| | | 1986 | | | | | | | |
|-----------------|-----------|--------|-------|-------|-------|------|------|-------|-------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | TOTALS | | | | | | | |
| 400 - 449 HOURS | ESTIMATE | 922 | 206 | 206 | 1091 | 0 | 174 | 380 | 2699 |
| | % STD ERR | 21.8 | 40.1 | 47.8 | 23.4 | 0.0 | 49.3 | 42.0 | 12.2 |
| | ROW % | 16.3 | 3.6 | 3.6 | 19.3 | 0.0 | 3.1 | 6.4 | 47.7 |
| | COLUMN % | 2.3 | 1.1 | 0.6 | 1.4 | 0.0 | 7.7 | 1.8 | 3.5 |
| 450+ HOURS | ESTIMATE | 827 | 1553 | 844 | 3835 | 7 | 389 | 1353 | 6341 |
| | % STD ERR | 22.3 | 15.9 | 25.8 | 12.0 | * | 32.9 | 20.0 | 7.0 |
| | ROW % | 5.5 | 10.3 | 5.6 | 25.3 | 0.0 | 2.6 | 8.9 | 41.9 |
| | COLUMN % | 2.1 | 8.2 | 2.5 | 5.0 | 1.4 | 17.2 | 6.8 | 8.3 |
| INACTIVE | ESTIMATE | 17687 | 2976 | 7663 | 6425 | 27 | 294 | 812 | 3710 |
| | % STD ERR | 4.2 | 11.3 | 7.5 | 8.4 | * | 35.0 | 23.4 | 10.6 |
| | ROW % | 44.7 | 7.5 | 19.4 | 16.2 | 0.1 | 0.7 | 2.1 | 9.4 |
| | COLUMN % | 44.9 | 15.7 | 22.3 | 8.3 | 5.2 | 13.0 | 4.1 | 4.9 |
| TOTALS | ESTIMATE | 39390 | 18946 | 34430 | 77035 | 517 | 2258 | 19894 | 76065 |
| | % STD ERR | 2.3 | 4.1 | 3.2 | 2.0 | 30.8 | 14.1 | 4.8 | 1.6 |
| | ROW % | 14.7 | 7.1 | 12.8 | 28.7 | 0.2 | 0.8 | 7.4 | 28.3 |
| | | | | | | | | | |

HIERARCHICAL CAPABILITY GROUPS KEY

- 1 - NO REGULATORY AVIONICS
- 2 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; VOR OR ADF OR RNAV
- 3 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER; VOR OR RNAV
- 4 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER; VOR OR RNAV
- 5 - 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
- 6 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
- 7 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT, VOR AND DME OR RNAV
- 8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR AND DME OR RNAV

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-28
AGE OF AIRCRAFT VS. HIERARCHICAL CAPABILITY GROUPS

| | 1986 | | | | | | | | TOTALS |
|---------------|-----------|------|------|------|-------|------|------|------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| 0 - 4 YEARS | ESTIMATE | 6235 | 3664 | 2909 | 4760 | 45 | 650 | 1985 | 12578 |
| | % STD ERR | 8.3 | 10.6 | 13.7 | 10.1 | * | 28.0 | 16.3 | 5.2 |
| | ROW % | 19.0 | 11.2 | 8.9 | 14.5 | 0.1 | 2.0 | 6.0 | 38.3 |
| | COLUMN % | 15.8 | 19.3 | 8.4 | 6.2 | 8.7 | 28.8 | 10.0 | 16.5 |
| 5 - 9 YEARS | ESTIMATE | 4882 | 3183 | 2365 | 13230 | 235 | 575 | 4339 | 26496 |
| | % STD ERR | 9.9 | 11.0 | 14.8 | 5.9 | 48.6 | 28.5 | 11.1 | 3.7 |
| | ROW % | 8.8 | 5.8 | 4.3 | 23.9 | 0.4 | 1.1 | 7.8 | 47.9 |
| | COLUMN % | 12.4 | 16.8 | 6.9 | 17.2 | 45.5 | 26.4 | 21.8 | 34.8 |
| 10 - 14 YEARS | ESTIMATE | 4453 | 2596 | 4160 | 15260 | 117 | 328 | 4022 | 15363 |
| | % STD ERR | 9.7 | 12.2 | 11.7 | 5.7 | * | 38.2 | 11.3 | 5.2 |
| | ROW % | 9.6 | 5.6 | 9.0 | 33.0 | 0.3 | 0.7 | 8.7 | 33.2 |
| | COLUMN % | 11.3 | 13.7 | 12.1 | 19.8 | 22.6 | 14.5 | 20.2 | 20.2 |
| 15 - 19 YEARS | ESTIMATE | 2832 | 1927 | 4626 | 14474 | 18 | 385 | 3528 | 8985 |
| | % STD ERR | 12.9 | 14.8 | 11.0 | 5.7 | * | 35.3 | 12.4 | 6.8 |
| | ROW % | 7.7 | 5.2 | 12.6 | 39.4 | 0.0 | 1.0 | 9.6 | 24.4 |
| | COLUMN % | 7.2 | 10.2 | 13.4 | 18.8 | 3.5 | 17.1 | 17.7 | 11.8 |
| 20 - 24 YEARS | ESTIMATE | 2073 | 1812 | 3751 | 12488 | 28 | 112 | 2482 | 7025 |
| | % STD ERR | 14.9 | 15.7 | 12.3 | 6.3 | * | * | 14.6 | 7.6 |
| | ROW % | 7.0 | 6.1 | 12.6 | 41.9 | 0.1 | 0.4 | 8.3 | 23.6 |
| | COLUMN % | 5.3 | 9.6 | 10.9 | 16.2 | 5.4 | 5.0 | 12.5 | 9.2 |
| 25 - 29 YEARS | ESTIMATE | 1589 | 805 | 3989 | 8078 | 28 | 85 | 1704 | 3654 |
| | % STD ERR | 16.9 | 23.1 | 11.6 | 7.3 | * | * | 17.4 | 11.1 |
| | ROW % | 8.0 | 4.0 | 20.0 | 40.5 | 0.1 | 0.4 | 8.5 | 18.3 |
| | COLUMN % | 4.0 | 4.2 | 11.6 | 10.5 | 5.4 | 3.8 | 8.6 | 4.8 |
| 30 - 34 YEARS | ESTIMATE | 1352 | 798 | 3456 | 3922 | 7 | 76 | 1079 | 1211 |
| | % STD ERR | 18.6 | 23.3 | 10.7 | 10.0 | * | * | 21.2 | 18.4 |
| | ROW % | 11.4 | 6.7 | 29.0 | 33.0 | 0.1 | 0.6 | 9.1 | 10.2 |
| | COLUMN % | 3.4 | 4.2 | 10.0 | 5.1 | 1.4 | 3.4 | 5.4 | 1.6 |

TABLE 2-28
AGE OF AIRCRAFT VS. HIERARCHICAL CAPABILITY GROUPS

| | | 1986 | | | | | | | | PAGE 2 OF 2 | |
|-----------|-----------|-------|-------|-------|-------|------|------|-------|-------|-------------|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTALS | |
| 35+ YEARS | ESTIMATE | 15723 | 4268 | 9052 | 4964 | 43 | 50 | 775 | 835 | 35710 | |
| | % STD ERR | 3.4 | 8.8 | 4.6 | 7.7 | * | * | 18.7 | 19.8 | 1.6 | |
| | ROW % | 44.0 | 12.0 | 25.3 | 13.9 | 0.1 | 0.1 | 2.2 | 2.3 | | |
| | COLUMN % | 39.9 | 22.5 | 26.3 | 6.4 | 8.3 | 2.2 | 3.9 | 1.1 | 13.3 | |
| TOTALS | ESTIMATE | 39390 | 18946 | 34430 | 77035 | 517 | 2258 | 19894 | 76065 | 268617 | |
| | % STD ERR | 2.3 | 4.1 | 3.2 | 2.0 | 30.8 | 14.1 | 4.8 | 1.6 | | |
| | ROW % | 14.7 | 7.1 | 12.8 | 28.7 | 0.2 | 0.8 | 7.4 | 28.3 | | |
| | | | | | | | | | | | |

HIERARCHICAL CAPABILITY GROUPS KEY

- 1 - NO REGULATORY AVIONICS
- 2 - TWO-WAY COMMUNICATIONS
- 3 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; VOR OR ADF OR RNAV
- 4 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER; VOR OR RNAV
- 5 - 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
- 6 - TWO-WAY COMMUNICATIONS: 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
- 7 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR
- 8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR AND DME OR RNAV

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-29
COMPUTED AIRCRAFT TYPE VS. HIERARCHICAL CAPABILITY GROUPS

| | | 1986 | | | | | | | | PAGE 1 OF 2 | |
|---|-----------|-------|------|-------|-------|------|------|-------|-------|-------------|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTALS | |
| FIXED WING - PISTON: SINGLE ENGINE 1-3 SEATS | ESTIMATE | 28243 | 9787 | 21545 | 22135 | 30 | 437 | 3484 | 1433 | 87075 | |
| | % STD ERR | 2.8 | 6.7 | 4.1 | 3.8 | * | 37.4 | 12.2 | 18.8 | 0.0 | |
| | ROW % | 32.4 | 11.2 | 24.7 | 25.4 | 0.0 | 0.5 | 4.0 | 1.6 | | |
| | COLUMN % | 71.7 | 51.7 | 62.6 | 28.7 | 5.8 | 19.4 | 17.4 | 1.9 | 32.4 | |
| SINGLE ENGINE 4+ SEATS | ESTIMATE | 3052 | 1731 | 11274 | 49380 | 369 | 329 | 14466 | 40929 | 121530 | |
| | % STD ERR | 10.3 | 14.8 | 5.5 | 2.4 | 36.4 | 38.6 | 5.6 | 2.6 | 0.0 | |
| | ROW % | 2.5 | 1.4 | 9.3 | 40.6 | 0.3 | 0.3 | 11.9 | 33.7 | | |
| | COLUMN % | 7.7 | 9.1 | 32.7 | 64.1 | 71.4 | 14.6 | 72.7 | 53.8 | 45.2 | |
| TWO ENGINES 1-6 SEATS | ESTIMATE | 218 | 37 | 308 | 2220 | 25 | 362 | 957 | 14417 | 18544 | |
| | % STD ERR | 39.6 | * | 32.5 | 14.4 | * | 36.8 | 22.7 | 2.7 | 0.0 | |
| | ROW % | 1.2 | 0.2 | 1.7 | 12.0 | 0.1 | 2.0 | 5.2 | 77.7 | | |
| | COLUMN % | 0.6 | 0.2 | 0.9 | 2.9 | 4.8 | 16.0 | 4.8 | 19.0 | 6.9 | |
| TWO ENGINES 7+ SEATS | ESTIMATE | 420 | 145 | 112 | 1066 | 61 | 210 | 376 | 7336 | 9725 | |
| | % STD ERR | 26.3 | 43.9 | 39.4 | 17.1 | * | * | 28.0 | 3.1 | 0.0 | |
| | ROW % | 4.3 | 1.5 | 1.2 | 11.0 | 0.6 | 2.2 | 3.9 | 75.4 | | |
| | COLUMN % | 1.1 | 0.8 | 0.3 | 1.4 | 11.8 | 9.3 | 1.9 | 9.6 | 3.6 | |
| OTHER | ESTIMATE | 53 | 0 | 25 | 80 | 0 | 0 | 47 | 131 | 336 | |
| | % STD ERR | 32.6 | 0.0 | * | 30.7 | 0.0 | 0.0 | 43.4 | 14.3 | 0.0 | |
| | ROW % | 15.8 | 0.0 | 7.4 | 23.8 | 0.0 | 0.0 | 14.0 | 39.0 | | |
| | COLUMN % | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.2 | 0.2 | 0.1 | |
| FIXED WING - TURBOPROP: 2 ENGINES 1-12 SEATS | ESTIMATE | 0 | 107 | 55 | 242 | 3 | 48 | 7 | 4673 | 5134 | |
| | % STD ERR | 0.0 | 48.3 | * | 39.9 | * | * | * | 2.6 | 0.0 | |
| | ROW % | 0.0 | 2.1 | 1.1 | 4.7 | 0.1 | 0.9 | 0.1 | 91.0 | | |
| | COLUMN % | 0.0 | 0.6 | 0.2 | 0.3 | 0.6 | 2.1 | 0.0 | 6.1 | 1.9 | |
| 2 ENGINES 13+ SEATS | ESTIMATE | 10 | 0 | 0 | 76 | 0 | 0 | 3 | 1107 | 1196 | |
| | % STD ERR | * | 0.0 | 0.0 | * | 0.0 | 0.0 | * | 3.9 | 0.0 | |
| | ROW % | 0.8 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 0.3 | 92.6 | | |
| | COLUMN % | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 1.5 | 0.4 | |
| OTHER | ESTIMATE | 22 | 35 | 24 | 83 | 0 | 0 | 3 | 136 | 302 | |
| | % STD ERR | 7.3 | * | * | * | 0.0 | 0.0 | * | 30.4 | 0.0 | |
| | ROW % | 0.1 | 11.6 | 7.9 | 27.5 | 0.0 | 0.0 | 1.0 | 45.0 | | |
| | COLUMN % | 0.1 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 | |

TABLE 2-29
COMPUTED AIRCRAFT TYPE VS. HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

1986

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTALS |
|---------------------------------------|-----------|-------|-------|-------|-------|------|-------|-------|--------|
| FIXED WING - TURBOJET 2 ENGINES | ESTIMATE | 18 | 0 | 117 | 0 | 63 | 8 | 3998 | 4289 |
| | % STD ERR | * | 0.0 | 38.1 | 0.0 | * | * | 1.7 | 0.0 |
| | ROW % | 0.4 | 0.0 | 2.7 | 0.0 | 1.5 | 0.2 | 93.2 | 1.6 |
| | COLUMN % | 0.0 | 0.0 | 0.2 | 0.0 | 2.8 | 0.0 | 5.3 | |
| OTHER | ESTIMATE | 111 | 2 | 0 | 28 | 29 | 12 | 490 | 672 |
| | % STD ERR | * | * | 0.0 | * | * | * | 14.2 | 0.0 |
| | ROW % | 16.5 | 0.3 | 0.0 | 4.2 | 4.3 | 1.8 | 72.8 | 0.3 |
| | COLUMN % | 0.3 | 0.0 | 0.0 | 0.0 | 1.3 | 0.1 | 0.6 | |
| ROTORCRAFT: PISTON | ESTIMATE | 2684 | 1975 | 372 | 266 | 145 | 103 | 11 | 5586 |
| | % STD ERR | 6.2 | 8.7 | 21.4 | 26.1 | 49.2 | * | * | 0.0 |
| | ROW % | 48.2 | 35.5 | 6.7 | 4.8 | 2.6 | 1.9 | 0.2 | |
| | COLUMN % | 6.8 | 10.4 | 1.1 | 0.3 | 6.4 | 0.5 | 0.0 | 2.1 |
| TURBINE | ESTIMATE | 53 | 932 | 373 | 1263 | 459 | 400 | 1368 | 4858 |
| | % STD ERR | 49.7 | 16.6 | 27.8 | 12.7 | 26.5 | 24.2 | 11.3 | 0.0 |
| | ROW % | 1.1 | 19.2 | 7.7 | 26.0 | 9.4 | 8.2 | 28.2 | |
| | COLUMN % | 0.1 | 4.9 | 1.1 | 1.6 | 20.3 | 2.0 | 1.8 | 1.8 |
| OTHER AIRCRAFT | ESTIMATE | 4505 | 4197 | 257 | 79 | 177 | 49 | 36 | 9309 |
| | % STD ERR | 5.2 | 5.4 | 36.6 | 31.3 | 48.5 | * | 43.7 | 0.0 |
| | ROW % | 48.4 | 45.1 | 2.8 | 0.8 | 1.9 | 0.5 | 0.4 | |
| | COLUMN % | 11.4 | 22.2 | 0.7 | 0.1 | 7.8 | 0.2 | 0.0 | 3.5 |
| ALL AIRCRAFT | ESTIMATE | 39390 | 18946 | 34430 | 77035 | 2258 | 19894 | 76065 | 268617 |
| | % STD ERR | 2.3 | 4.1 | 3.2 | 2.0 | 14.1 | 4.8 | 1.6 | |
| | ROW % | 14.7 | 7.1 | 12.8 | 28.7 | 0.8 | 7.4 | 28.3 | |

HIERARCHICAL CAPABILITY GROUPS KEY

- 1 - NO REGULATORY AVIONICS
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- 4 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER; VOR OR RNAV
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- 7 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT, VOR
- 8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR AND DME OR RNAV

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-30
BASE AIRPORT REGION VS. HIERARCHICAL CAPABILITY GROUPS

| 1986 | | | | | | | | | | PAGE 1 OF 2 | |
|--------------------|-----------|------|------|------|-------|------|------|-------|--------|-------------|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTALS | | |
| ALASKAN | ESTIMATE | 1026 | 1883 | 2765 | 2499 | 0 | 531 | 656 | 9407 | | |
| | % STD ERR | 19.9 | 15.7 | 12.2 | 13.6 | 0.0 | 29.8 | 27.4 | 6.4 | | |
| | ROW % | 10.9 | 20.0 | 29.4 | 26.6 | 0.0 | 5.6 | 7.0 | | | |
| | COLUMN % | 2.6 | 9.9 | 8.0 | 3.2 | 0.0 | 2.7 | 0.9 | 3.5 | | |
| CENTRAL | ESTIMATE | 3517 | 868 | 1787 | 5429 | 5 | 846 | 3594 | 16143 | | |
| | % STD ERR | 11.3 | 21.6 | 16.3 | 10.1 | * | 26.0 | 11.4 | 5.5 | | |
| | ROW % | 21.8 | 5.4 | 11.1 | 33.6 | 0.0 | 5.2 | 22.3 | | | |
| | COLUMN % | 8.9 | 4.6 | 5.2 | 7.0 | 1.0 | 4.3 | 4.7 | 6.0 | | |
| EASTERN | ESTIMATE | 3988 | 1923 | 4232 | 7538 | 77 | 2981 | 9986 | 31024 | | |
| | % STD ERR | 10.1 | 14.4 | 11.0 | 8.3 | * | 13.7 | 6.6 | 3.8 | | |
| | ROW % | 12.9 | 6.2 | 13.6 | 24.3 | 0.2 | 9.6 | 32.2 | 11.5 | | |
| | COLUMN % | 10.1 | 10.1 | 12.3 | 1.8 | 14.9 | 15.0 | 13.1 | | | |
| GREAT LAKES | ESTIMATE | 7921 | 2888 | 7830 | 14062 | 3 | 2439 | 11533 | 46948 | | |
| | % STD ERR | 7.1 | 12.0 | 8.0 | 6.0 | * | 15.0 | 6.2 | 3.0 | | |
| | ROW % | 16.9 | 6.2 | 16.7 | 30.0 | 0.0 | 5.2 | 24.6 | 17.5 | | |
| | COLUMN % | 20.1 | 15.2 | 22.7 | 18.3 | 0.6 | 12.3 | 15.2 | | | |
| NEW ENGLAND | ESTIMATE | 1637 | 831 | 1147 | 3062 | 41 | 989 | 2751 | 10484 | | |
| | % STD ERR | 17.3 | 23.8 | 20.3 | 13.4 | * | 23.5 | 13.0 | 6.8 | | |
| | ROW % | 15.6 | 7.9 | 10.9 | 29.2 | 0.4 | 9.4 | 26.2 | 3.9 | | |
| | COLUMN % | 4.2 | 4.4 | 3.3 | 4.0 | 7.9 | 5.0 | 3.6 | | | |
| NORTHWEST MOUNTAIN | ESTIMATE | 4120 | 2596 | 4027 | 8686 | 171 | 1370 | 6410 | 27445 | | |
| | % STD ERR | 10.4 | 13.1 | 11.4 | 7.6 | * | 19.4 | 8.5 | 4.1 | | |
| | ROW % | 15.0 | 9.5 | 14.7 | 31.6 | 0.6 | 5.0 | 23.4 | 10.2 | | |
| | COLUMN % | 10.5 | 13.7 | 11.7 | 11.3 | 33.1 | 6.9 | 8.4 | | | |
| SOUTHERN | ESTIMATE | 5345 | 2122 | 3524 | 12205 | 84 | 3090 | 14139 | 40994 | | |
| | % STD ERR | 9.1 | 13.8 | 11.8 | 6.5 | * | 13.2 | 5.4 | 3.2 | | |
| | ROW % | 13.0 | 5.2 | 8.6 | 29.8 | 0.2 | 7.5 | 34.5 | 15.3 | | |
| | COLUMN % | 13.6 | 11.2 | 10.2 | 15.8 | 16.2 | 15.5 | 18.6 | | | |

TABLE 2-30
BASE AIRPORT REGION VS. HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

| | | 1986 | | | | | | | |
|-----------------|-----------|-------|-------|-------|-------|------|------|-------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| SOUTHWESTERN | ESTIMATE | 6131 | 2044 | 4125 | 10730 | 101 | 311 | 2392 | 12751 |
| | % STD ERR | 8.5 | 13.7 | 11.3 | 6.9 | * | 42.0 | 15.2 | 5.7 |
| | ROW % | 15.9 | 5.3 | 10.7 | 27.8 | 0.3 | 0.8 | 6.2 | 33.0 |
| | COLUMN % | 15.6 | 10.8 | 12.0 | 13.9 | 19.5 | 13.8 | 12.0 | 16.8 |
| | | | | | | | | | TOTALS |
| WESTERN-PACIFIC | ESTIMATE | 5178 | 3955 | 4921 | 12808 | 35 | 678 | 5116 | 14777 |
| | % STD ERR | 8.7 | 9.5 | 9.9 | 6.3 | * | 26.1 | 10.0 | 5.4 |
| | ROW % | 10.9 | 8.3 | 10.4 | 27.0 | 0.1 | 1.4 | 10.8 | 31.1 |
| | COLUMN % | 13.1 | 20.9 | 14.3 | 16.6 | 6.8 | 30.0 | 25.7 | 19.4 |
| | | | | | | | | | TOTALS |
| TOTALS | ESTIMATE | 39390 | 18946 | 34430 | 77035 | 517 | 2258 | 19894 | 76065 |
| | % STD ERR | 2.3 | 4.1 | 3.2 | 2.0 | 30.8 | 14.1 | 4.8 | 1.6 |
| | ROW % | 14.7 | 7.1 | 12.8 | 28.7 | 0.2 | 0.8 | 7.4 | 28.3 |
| | COLUMN % | | | | | | | | |

HIERARCHICAL CAPABILITY GROUPS KEY

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- 4 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER; VOR OR RNAV
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- 6 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
- 7 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT, VOR
- 8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR AND DME OR RNAV

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-31
PRIMARY USE VS. NON-HIERARCHICAL CAPABILITY GROUPS

PAGE 1 OF 2

1986

| | L | L, MB | L, MB, GS | L, MB, GS, RA | LRN | RA | ML | L, MB, GS, ML | LRN, ML | NO GROUP | ALL CRAFT |
|----------------------|------|-------|--------------|------------------|-------|------|------|------------------|---------|-------------|--------------|
| EXECUTIVE | | | | | | | | | | | |
| ESTIMATE | 164 | 517 | 3085 | 8143 | 6237 | 8389 | 127 | 115 | 98 | 289 | 12487 |
| % STD ERR | 35.8 | 30.5 | 11.6 | 4.4 | 5.5 | 4.4 | 37.3 | 38.1 | 39.3 | 35.8 | 4.2 |
| ROW % | 1.3 | 4.1 | 24.7 | 65.2 | 48.9 | 67.0 | 1.0 | 0.8 | 0.8 | 2.3 | |
| COLUMN % | 1.1 | 4.9 | 3.1 | 39.6 | 13.2 | 38.3 | 7.7 | 15.8 | 17.6 | 0.3 | 4.6 |
| BUSINESS | | | | | | | | | | | |
| ESTIMATE | 1616 | 1842 | 29290 | 5597 | 12684 | 5849 | 266 | 143 | 4 | 5616 | 45035 |
| % STD ERR | 18.0 | 16.5 | 3.6 | 8.0 | 5.9 | 7.8 | 37.3 | 45.9 | * | 9.0 | 2.7 |
| ROW % | 3.6 | 4.1 | 65.0 | 12.4 | 28.2 | 13.0 | 0.6 | 0.3 | 0.0 | 12.5 | |
| COLUMN % | 10.9 | 17.3 | 29.3 | 27.2 | 26.9 | 26.8 | 16.2 | 19.7 | 0.7 | 5.0 | 16.8 |
| PERSONAL | | | | | | | | | | | |
| ESTIMATE | 8121 | 6319 | 47416 | 2295 | 20110 | 2417 | 739 | 293 | 344 | 55692 | 126141 |
| % STD ERR | 7.8 | 8.9 | 2.7 | 14.1 | 4.8 | 13.9 | 26.1 | 41.9 | 38.5 | 2.1 | 1.2 |
| ROW % | 6.4 | 5.0 | 37.6 | 1.8 | 15.9 | 1.9 | 0.6 | 0.2 | 0.3 | 44.2 | |
| COLUMN % | 54.8 | 59.4 | 47.4 | 11.2 | 42.6 | 11.1 | 45.1 | 40.3 | 61.8 | 49.5 | 47.0 |
| INSTRUCTIONAL | | | | | | | | | | | |
| ESTIMATE | 2051 | 419 | 5657 | 203 | 770 | 219 | 2 | 2 | 2 | 7898 | 16388 |
| % STD ERR | 17.4 | 38.3 | 9.8 | * | 25.7 | * | * | * | * | 7.9 | 5.3 |
| ROW % | 12.5 | 2.6 | 34.5 | 1.2 | 4.7 | 1.3 | 0.0 | 0.0 | 0.0 | 48.2 | |
| COLUMN % | 13.8 | 3.9 | 5.7 | 1.0 | 1.6 | 1.0 | 0.1 | 0.3 | 0.4 | 7.0 | 6.1 |
| AERIAL APPLICATIONS | | | | | | | | | | | |
| ESTIMATE | 78 | 0 | 313 | 71 | 322 | 72 | 0 | 0 | 0 | 6833 | 7440 |
| % STD ERR | * | 0.0 | 38.5 | 25.1 | 23.4 | 25.8 | 0.0 | 0.0 | 0.0 | 3.7 | 3.7 |
| ROW % | 1.0 | 0.0 | 4.2 | 1.0 | 4.3 | 1.0 | 0.0 | 0.0 | 0.0 | 91.8 | |
| COLUMN % | 0.5 | 0.0 | 0.3 | 0.3 | 0.7 | 0.3 | 0.0 | 0.0 | 0.0 | 6.1 | 2.8 |
| AERIAL OBSERVATION | | | | | | | | | | | |
| ESTIMATE | 236 | 153 | 1970 | 187 | 1267 | 345 | 33 | 0 | 27 | 2128 | 4966 |
| % STD ERR | 38.1 | * | 16.2 | 37.7 | 18.2 | 28.7 | * | 0.0 | * | 13.5 | 9.3 |
| ROW % | 4.8 | 3.1 | 39.7 | 3.8 | 25.5 | 6.9 | 0.7 | 0.0 | 0.5 | 42.9 | |
| COLUMN % | 1.6 | 1.4 | 2.0 | 0.9 | 2.7 | 1.6 | 2.0 | 0.0 | 4.8 | 1.9 | 1.8 |
| OTHER WORK USE | | | | | | | | | | | |
| ESTIMATE | 37 | 32 | 98 | 35 | 53 | 35 | 15 | 0 | 0 | 1027 | 1252 |
| % STD ERR | * | * | * | * | * | * | * | 0.0 | 0.0 | 20.8 | 18.8 |
| ROW % | 3.0 | 2.6 | 7.8 | 2.8 | 4.2 | 2.8 | 1.2 | 0.0 | 0.0 | 82.0 | |
| COLUMN % | 0.2 | 0.3 | 0.1 | 0.2 | 0.1 | 0.2 | 0.9 | 0.0 | 0.0 | 0.9 | 0.5 |
| COMMUTER AIR CARRIER | | | | | | | | | | | |
| ESTIMATE | 115 | 54 | 926 | 467 | 106 | 479 | 86 | 86 | 0 | 165 | 1783 |
| % STD ERR | * | * | 13.1 | 24.9 | * | 24.6 | 46.6 | 46.6 | 0.0 | 50.0 | 10.3 |
| ROW % | 6.4 | 3.0 | 51.9 | 26.2 | 5.9 | 26.9 | 4.8 | 4.8 | 0.0 | 9.3 | |
| COLUMN % | 0.8 | 0.5 | 0.9 | 2.3 | 0.2 | 2.2 | 5.2 | 11.8 | 0.0 | 0.1 | 0.7 |

TABLE 2-31
PRIMARY USE VS. NON-HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

| 1986 | | | | | | | | | | | |
|------------|-----------|-------|-----------|---------------|-------|-------|-------|---------------|---------|----------|-----------|
| | L | L, MB | L, MB, GS | L, MB, GS, RA | LRN | RA | ML | L, MB, GS, ML | LRN, ML | NO GROUP | ALL CRAFT |
| AIR TAXI | ESTIMATE | 360 | 216 | 3783 | 1896 | 2042 | 2116 | 66 | 0 | 982 | 7806 |
| | % STD ERR | 34.0 | 49.4 | 10.8 | 12.3 | 11.7 | 11.7 | * | 0.0 | 21.9 | 6.9 |
| | ROW % | 4.6 | 2.8 | 48.5 | 24.3 | 26.2 | 27.1 | 0.8 | 0.0 | 12.6 | |
| | COLUMN % | 2.4 | 2.0 | 3.8 | 9.2 | 4.3 | 9.7 | 4.0 | 0.0 | 0.9 | 2.9 |
| OTHER USES | ESTIMATE | 640 | 89 | 1685 | 837 | 1736 | 917 | 111 | 68 | 2524 | 6153 |
| | % STD ERR | 30.0 | * | 16.2 | 16.8 | 14.7 | 16.1 | * | * | 13.5 | 8.2 |
| | ROW % | 10.4 | 1.4 | 27.4 | 13.6 | 28.2 | 14.9 | 1.8 | 1.1 | 41.0 | |
| | COLUMN % | 4.3 | 0.8 | 1.7 | 4.1 | 3.7 | 4.2 | 6.8 | 12.2 | 2.2 | 2.3 |
| INACTIVE | ESTIMATE | 1348 | 1104 | 5873 | 704 | 2139 | 936 | 203 | 12 | 29866 | 39595 |
| | % STD ERR | 18.4 | 20.0 | 8.8 | 20.8 | 14.6 | 17.2 | 49.3 | * | 3.2 | 2.8 |
| | ROW % | 3.4 | 2.8 | 14.8 | 1.8 | 5.4 | 2.4 | 0.5 | 0.0 | 75.4 | |
| | COLUMN % | 9.1 | 10.4 | 5.9 | 3.4 | 4.5 | 4.3 | 12.4 | 2.2 | 26.5 | 14.7 |
| TOTALS | ESTIMATE | 14826 | 10635 | 100043 | 20563 | 47210 | 21863 | 1639 | 557 | 112612 | 268617 |
| | % STD ERR | 5.7 | 6.7 | 1.4 | 3.0 | 2.7 | 2.9 | 16.0 | 26.9 | 1.1 | |
| | ROW % | 5.5 | 4.0 | 37.2 | 7.7 | 17.6 | 8.1 | 0.6 | 0.2 | 41.9 | |

NON-HIERARCHICAL CAPABILITY GROUPS KEY

GS - GLIDE SLOPE
L - LOCALIZER
LRN - LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
MB - MARKER BEACON
ML - MICROWAVE LANDING SYSTEM
RA - RADAR ALTIMETER
NO - NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-32
HOURS FLOWN VS. NON-HIERARCHICAL CAPABILITY GROUPS

1986

PAGE 1 OF 2

| | L | L, MB GS | L, MB, GS, RA | LRN | RA | ML | L, MB, GS, ML | LRN, ML | NO GROUP | ALL CRAFT |
|-----------------|--|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------|----------------------------|-------------------------|---------------------------------------|
| 1 - 49 HOURS | 3589 11.6 5.9 24.2 | 2415 14.2 3.9 22.7 | 15875 5.4 25.8 15.9 | 1093 18.3 1.8 5.3 | 5236 9.2 8.6 11.1 | 1279 33.9 2.1 5.9 | 394 0.6 24.0 | 137 * 0.2 18.8 | 161 * 0.3 28.9 | 36450 81234 59.5 32.4 |
| | ESTIMATE % STD ERR ROW % COLUMN % | | | | | | | | | 2.4 22.8 |
| 50 - 99 HOURS | 3362 12.2 6.3 22.7 | 3058 13.2 5.7 28.8 | 22646 4.5 42.2 22.6 | 1957 14.1 3.6 9.5 | 10267 6.8 19.1 21.7 | 2036 13.9 3.8 9.3 | 188 * 0.3 11.5 | 41 * 0.1 5.6 | 56 * 0.1 10.1 | 19813 53723 4.7 36.9 17.6 |
| | ESTIMATE % STD ERR ROW % COLUMN % | | | | | | | | | 2.7 20.0 |
| 100 - 149 HOURS | 2506 15.0 6.2 16.9 | 1678 17.6 4.1 15.8 | 22187 4.4 54.5 22.2 | 3057 11.6 7.5 14.9 | 9881 6.9 24.3 20.9 | 3107 11.4 7.6 14.2 | 283 38.1 0.7 17.3 | 116 46.4 0.3 16.0 | 28 * 0.1 5.0 | 9251 40737 7.1 22.7 8.2 |
| | ESTIMATE % STD ERR ROW % COLUMN % | | | | | | | | | 3.2 15.2 |
| 150 - 199 HOURS | 830 25.9 4.4 5.6 | 546 31.2 2.9 5.1 | 10023 7.0 53.7 10.0 | 2400 12.1 12.9 11.7 | 4867 9.8 26.1 10.3 | 2460 12.0 13.2 11.3 | 184 * 1.0 11.2 | 111 * 0.6 15.3 | 83 * 0.4 14.9 | 4293 18673 10.4 23.0 3.8 |
| | ESTIMATE % STD ERR ROW % COLUMN % | | | | | | | | | 5.0 7.0 |
| 200 - 249 HOURS | 648 28.9 4.5 4.4 | 475 34.7 3.3 4.5 | 8037 7.9 55.6 8.0 | 2011 13.5 13.9 9.8 | 3859 10.8 26.7 8.2 | 2096 13.2 14.5 9.6 | 26 * 0.2 1.6 | 24 * 0.2 3.3 | 8 * 0.1 1.4 | 2862 14468 13.5 19.8 2.5 |
| | ESTIMATE % STD ERR ROW % COLUMN % | | | | | | | | | 5.7 5.4 |
| 250 - 299 HOURS | 362 36.7 5.3 2.4 | 381 35.5 5.6 3.6 | 3277 12.2 47.8 3.3 | 1423 15.9 20.8 6.9 | 1670 15.3 24.4 3.5 | 1578 15.0 23.0 7.2 | 66 * 1.0 4.0 | 6 * 0.1 0.8 | 0 0.0 0.0 0.0 | 1321 6857 20.5 19.3 1.2 |
| | ESTIMATE % STD ERR ROW % COLUMN % | | | | | | | | | 8.2 2.6 |
| 300 - 349 HOURS | 361 39.0 4.9 2.4 | 191 * 2.6 1.8 | 2533 14.2 34.6 2.5 | 1954 12.6 26.7 9.5 | 2479 12.4 33.9 5.3 | 2068 12.1 28.3 9.5 | 122 * 1.7 7.4 | 95 * 1.3 13.1 | 121 * 1.7 21.7 | 1941 7317 16.3 26.5 1.7 |
| | ESTIMATE % STD ERR ROW % COLUMN % | | | | | | | | | 2.7 |
| 350 - 399 HOURS | 174 * 3.4 1.2 | 246 45.3 4.8 2.3 | 2370 15.3 46.2 2.4 | 1068 16.8 20.8 5.2 | 1393 16.9 27.2 3.0 | 1224 16.0 23.9 5.6 | 13 * 0.3 0.8 | 13 * 0.3 1.8 | 13 * 0.3 2.3 | 1194 5125 21.9 23.3 1.1 |
| | ESTIMATE % STD ERR ROW % COLUMN % | | | | | | | | | 9.8 1.9 |

TABLE 2-32
HOURS FLOWN VS. NON-HIERARCHICAL CAPABILITY GROUPS

1986

PAGE 2 OF 2

| | L | L, MB | L, MB, GS | L, MB, GS, RA | LRN | RA | ML | L, MB, GS, ML | LRN, ML | NO GROUP | ALL CRAFT |
|-----------------|-------|-------|--------------|------------------|-------|-------|------|------------------|---------|-------------|--------------|
| 400 - 449 HOURS | | | | | | | | | | | |
| ESTIMATE | 178 | 223 | 1911 | 1241 | 1568 | 1252 | 11 | 11 | 2 | 1912 | 5657 |
| % STD ERR | * | 47.1 | 17.0 | 15.0 | 15.0 | 14.9 | * | * | * | 16.1 | 9.0 |
| ROW % | 3.1 | 3.9 | 33.8 | 21.9 | 27.7 | 22.1 | 0.2 | 0.2 | 0.0 | 33.8 | |
| COLUMN % | 1.2 | 2.1 | 1.9 | 6.0 | 3.3 | 5.7 | 0.7 | 1.5 | 0.4 | 1.7 | 2.1 |
| 450+ HOURS | | | | | | | | | | | |
| ESTIMATE | 1381 | 412 | 5235 | 3494 | 4030 | 3685 | 156 | 156 | 71 | 3827 | 15149 |
| % STD ERR | 21.0 | 37.3 | 9.5 | 7.8 | 8.1 | 7.6 | 38.4 | 38.4 | * | 11.2 | 5.1 |
| ROW % | 9.1 | 2.7 | 34.6 | 23.1 | 26.6 | 24.3 | 1.0 | 1.0 | 0.5 | 25.3 | |
| COLUMN % | 9.3 | 3.9 | 5.2 | 17.0 | 8.5 | 16.9 | 9.5 | 21.5 | 12.7 | 3.4 | 5.6 |
| INACTIVE | | | | | | | | | | | |
| ESTIMATE | 1348 | 1104 | 5873 | 704 | 2139 | 936 | 203 | 12 | 12 | 29866 | 39595 |
| % STD ERR | 18.4 | 20.0 | 8.8 | 20.8 | 14.6 | 17.2 | 49.3 | * | * | 3.2 | 2.8 |
| ROW % | 3.4 | 2.8 | 14.8 | 1.8 | 5.4 | 2.4 | 0.5 | 0.0 | 0.0 | 75.4 | |
| COLUMN % | 9.1 | 10.4 | 5.9 | 3.4 | 4.5 | 4.3 | 12.4 | 1.7 | 2.2 | 26.5 | 14.7 |
| TOTALS | | | | | | | | | | | |
| ESTIMATE | 14826 | 10635 | 100043 | 20563 | 47210 | 21863 | 1639 | 727 | 557 | 112612 | 268617 |
| % STD ERR | 5.7 | 6.7 | 1.4 | 3.0 | 2.7 | 2.9 | 16.0 | 21.7 | 26.9 | 1.1 | |
| ROW % | 5.5 | 4.0 | 37.2 | 7.7 | 17.6 | 8.1 | 0.6 | 0.3 | 0.2 | 41.9 | |

NON-HIERARCHICAL CAPABILITY GROUPS KEY

- GS - GLIDE SLOPE
- L - LOCALIZER
- LRN - LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
- MB - MARKER BEACON
- ML - MICROWAVE LANDING SYSTEM
- RA - RADAR ALTIMETER
- NO - NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-33
AGE OF AIRCRAFT VS. NON-HIERARCHICAL CAPABILITY GROUPS

| 1986 | | | | | | | | | | | PAGE 1 OF 2 | |
|---------------|-----------|-------|-----------|---------------|------|-------|------|---------------|---------|----------|-------------|--|
| | L | L, MB | L, MB, GS | L, MB, GS, RA | LRN | RA | ML | L, MB, GS, ML | LRN, ML | NO GROUP | ALL CRAFT | |
| 0 - 4 YEARS | ESTIMATE | 1491 | 606 | 10325 | 5053 | 7767 | 5312 | 293 | 142 | 13901 | 32827 | |
| | % STD ERR | 18.8 | 28.3 | 6.5 | 6.5 | 6.6 | 6.3 | 37.8 | 39.8 | 5.2 | 3.2 | |
| | ROW % | 4.5 | 1.8 | 31.5 | 15.4 | 23.7 | 16.2 | 0.9 | 0.4 | 42.3 | 12.2 | |
| | COLUMN % | 10.1 | 5.7 | 10.3 | 24.6 | 16.5 | 24.3 | 17.9 | 19.5 | 12.3 | 12.2 | |
| 5 - 9 YEARS | ESTIMATE | 3354 | 1659 | 27347 | 7417 | 12468 | 7822 | 476 | 387 | 13715 | 55324 | |
| | % STD ERR | 12.7 | 18.0 | 3.8 | 6.5 | 5.8 | 6.3 | 27.2 | 29.9 | 5.6 | 2.5 | |
| | ROW % | 6.1 | 3.0 | 49.4 | 13.4 | 22.5 | 14.1 | 0.9 | 0.7 | 24.8 | 20.6 | |
| | COLUMN % | 22.6 | 15.6 | 27.3 | 36.1 | 26.4 | 35.8 | 29.0 | 53.2 | 12.2 | 20.6 | |
| 10 - 14 YEARS | ESTIMATE | 2414 | 1290 | 22173 | 4031 | 8315 | 4307 | 351 | 138 | 15104 | 46299 | |
| | % STD ERR | 15.0 | 20.6 | 4.5 | 9.2 | 7.4 | 8.8 | 39.0 | * | 5.5 | 2.9 | |
| | ROW % | 5.2 | 2.8 | 47.9 | 8.7 | 18.0 | 9.3 | 0.9 | 0.3 | 32.6 | 17.2 | |
| | COLUMN % | 16.3 | 12.1 | 22.2 | 19.6 | 17.6 | 19.7 | 21.4 | 19.0 | 13.4 | 17.2 | |
| 15 - 19 YEARS | ESTIMATE | 2392 | 2264 | 14593 | 2246 | 6730 | 2363 | 158 | 26 | 13767 | 36772 | |
| | % STD ERR | 15.3 | 15.3 | 5.5 | 12.7 | 8.4 | 12.4 | * | * | 5.8 | 3.3 | |
| | ROW % | 6.5 | 6.2 | 39.7 | 6.1 | 18.3 | 6.4 | 0.4 | 0.1 | 37.4 | 13.7 | |
| | COLUMN % | 16.1 | 21.3 | 14.6 | 10.9 | 14.3 | 10.8 | 9.6 | 3.6 | 12.2 | 13.7 | |
| 20 - 24 YEARS | ESTIMATE | 1250 | 2096 | 12953 | 981 | 4651 | 1095 | 130 | 10 | 11671 | 29771 | |
| | % STD ERR | 20.9 | 15.3 | 5.9 | 19.5 | 10.1 | 18.1 | * | * | 6.5 | 3.8 | |
| | ROW % | 4.2 | 7.0 | 43.5 | 3.3 | 15.6 | 3.7 | 0.4 | 0.0 | 39.2 | 11.1 | |
| | COLUMN % | 8.4 | 19.7 | 12.9 | 4.8 | 9.9 | 5.0 | 7.9 | 1.4 | 10.4 | 11.1 | |
| 25 - 29 YEARS | ESTIMATE | 1167 | 1307 | 7807 | 479 | 3431 | 496 | 75 | 0 | 8367 | 19932 | |
| | % STD ERR | 21.4 | 19.6 | 7.5 | 26.7 | 11.7 | 26.1 | * | * | 7.3 | 4.4 | |
| | ROW % | 5.9 | 6.6 | 39.2 | 2.4 | 17.2 | 2.5 | 0.4 | 0.0 | 42.0 | 7.4 | |
| | COLUMN % | 7.9 | 12.3 | 7.8 | 2.3 | 7.3 | 2.3 | 4.6 | 0.0 | 7.4 | 7.4 | |
| 30 - 34 YEARS | ESTIMATE | 990 | 733 | 3000 | 77 | 1819 | 214 | 2 | 0 | 6026 | 11900 | |
| | % STD ERR | 22.0 | 25.8 | 11.8 | * | 15.1 | 40.1 | * | 0.0 | 7.7 | 5.1 | |
| | ROW % | 8.3 | 6.2 | 25.2 | 0.6 | 15.3 | 1.8 | 0.0 | 0.0 | 50.6 | 4.4 | |
| | COLUMN % | 6.7 | 6.9 | 3.0 | 0.4 | 3.9 | 1.0 | 0.1 | 0.0 | 5.4 | 4.4 | |

TABLE 2-33
AGE OF AIRCRAFT VS. NON-HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

1986

| | L | L, MB | L, MB, GS | L, MB, GS, RA | LRN | RA | ML | L, MB, GS, ML | LRN, ML | NO GROUP | ALL CRAFT |
|-----------|-------|-------|--------------|------------------|-------|-------|------|------------------|---------|-------------|--------------|
| 35+ YEARS | | | | | | | | | | | |
| ESTIMATE | 1901 | 699 | 2213 | 182 | 2127 | 193 | 151 | 40 | 99 | 29677 | 35710 |
| % STD ERR | 13.0 | 22.9 | 12.0 | 31.0 | 11.6 | 30.3 | * | * | * | 1.9 | 1.6 |
| ROW % | 5.3 | 2.0 | 6.2 | 0.5 | 6.0 | 0.5 | 0.4 | 0.1 | 0.3 | 83.1 | 13.3 |
| COLUMN % | 12.8 | 6.6 | 2.2 | 0.9 | 4.5 | 0.9 | 9.2 | 5.5 | 17.8 | 28.4 | 13.3 |
| TOTALS | 14826 | 10635 | 100043 | 20563 | 47210 | 21863 | 1639 | 727 | 557 | 112612 | 268617 |
| % STD ERR | 5.7 | 6.7 | 1.4 | 3.0 | 2.7 | 2.9 | 16.0 | 21.7 | 26.9 | 1.1 | |
| ROW % | 5.5 | 4.0 | 37.2 | 7.7 | 17.6 | 8.1 | 0.6 | 0.3 | 0.2 | 41.9 | |

NON-HIERARCHICAL CAPABILITY GROUPS KEY

| | | |
|-----|---|---|
| GS | - | GLIDE SLOPE |
| L | - | LOCALIZER |
| LRN | - | LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA |
| MB | - | MARKER BEACON |
| ML | - | MICROWAVE LANDING SYSTEM |
| RA | - | RADAR ALTIMETER |
| NO | - | NO REGULATORY AVIONICS |

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-34
COMPUTED AIRCRAFT TYPE VS. NON-HIERARCHICAL CAPABILITY GROUPS

PAGE 1 OF 2

1986

| | L | L, MB | L, MB, GS | L, MB, GS, RA | LRN | RA | ML | L, MB, GS, ML | LRN, ML | NO GROUP | ALL CRAFT |
|---|-----------|-------|--------------|------------------|------|-------|------|------------------|---------|-------------|--------------|
| FIXED WING - PISTON: SINGLE ENGINE 1-3 SEATS | ESTIMATE | 6209 | 1179 | 6672 | 156 | 5497 | 158 | 39 | 44 | 69125 | 87075 |
| | % STD ERR | 9.1 | 20.9 | 8.3 | 49.5 | 9.5 | 49.2 | * | * | 1.2 | 0.0 |
| | ROW % | 7.1 | 1.4 | 7.7 | 0.2 | 6.3 | 0.2 | 0.0 | 0.1 | 79.4 | 32.4 |
| | COLUMN % | 41.9 | 11.1 | 6.7 | 0.8 | 11.6 | 0.7 | 5.4 | 7.9 | 61.4 | |
| SINGLE ENGINE 4+ SEATS | ESTIMATE | 7681 | 8081 | 72244 | 3307 | 24814 | 3495 | 238 | 320 | 26114 | 121530 |
| | % STD ERR | 7.8 | 7.7 | 1.5 | 12.0 | 4.0 | 11.6 | 47.4 | 40.5 | 3.4 | 0.0 |
| | ROW % | 6.3 | 6.6 | 59.4 | 2.7 | 20.4 | 2.9 | 0.2 | 0.3 | 21.5 | |
| | COLUMN % | 51.8 | 76.0 | 72.2 | 15.1 | 52.6 | 16.0 | 32.7 | 57.5 | 23.2 | 45.2 |
| TWO ENGINES 1-6 SEATS | ESTIMATE | 204 | 659 | 13001 | 4070 | 5078 | 4237 | 74 | 5 | 459 | 18544 |
| | % STD ERR | * | 29.0 | 3.2 | 9.0 | 8.4 | 8.8 | * | * | 25.1 | 0.0 |
| | ROW % | 1.1 | 3.6 | 70.1 | 21.9 | 27.4 | 22.8 | 0.4 | 0.0 | 2.5 | |
| | COLUMN % | 1.4 | 6.2 | 13.0 | 19.8 | 10.8 | 19.4 | 10.2 | 0.9 | 0.4 | 6.9 |
| TWO ENGINES 7+ SEATS | ESTIMATE | 80 | 389 | 5649 | 2868 | 2700 | 3140 | 20 | 14 | 729 | 9725 |
| | % STD ERR | * | 30.1 | 4.6 | 8.0 | 10.5 | 7.3 | * | * | 19.3 | 0.0 |
| | ROW % | 0.8 | 3.8 | 58.1 | 29.5 | 27.8 | 32.3 | 0.2 | 0.1 | 7.5 | |
| | COLUMN % | 0.5 | 3.5 | 5.6 | 13.9 | 5.7 | 14.4 | 2.8 | 2.5 | 0.6 | 3.6 |
| OTHER | ESTIMATE | 39 | 4 | 80 | 119 | 207 | 119 | 0 | 0 | 94 | 336 |
| | % STD ERR | 47.8 | * | 30.6 | 15.7 | 7.4 | 15.7 | 0.0 | 0.0 | 19.5 | 0.0 |
| | ROW % | 11.6 | 1.2 | 23.8 | 35.4 | 61.6 | 35.4 | 0.0 | 0.0 | 28.0 | |
| | COLUMN % | 0.3 | 0.0 | 0.1 | 0.6 | 0.4 | 0.5 | 0.0 | 0.0 | 0.1 | 0.1 |
| FIXED WING - TURBOPROP: 2 ENGINES 1-12 SEATS | ESTIMATE | 0 | 88 | 652 | 4307 | 2219 | 4462 | 94 | 5 | 20 | 5134 |
| | % STD ERR | 0.0 | * | 18.8 | 3.2 | 8.2 | 2.8 | 49.3 | * | * | 0.0 |
| | ROW % | 0.0 | 1.7 | 12.7 | 83.9 | 43.2 | 86.9 | 1.8 | 0.1 | 0.4 | |
| | COLUMN % | 0.0 | 0.8 | 0.7 | 20.9 | 4.7 | 20.4 | 5.7 | 0.9 | 0.0 | 1.9 |
| 2 ENGINES 13+ SEATS | ESTIMATE | 0 | 33 | 701 | 445 | 212 | 464 | 83 | 0 | 10 | 1196 |
| | % STD ERR | 0.0 | * | 9.3 | 13.4 | 19.0 | 13.6 | 47.7 | 0.0 | * | 0.0 |
| | ROW % | 0.0 | 2.8 | 58.6 | 37.2 | 17.7 | 38.8 | 6.9 | 0.0 | 0.8 | |
| | COLUMN % | 0.0 | 0.3 | 0.7 | 2.2 | 0.4 | 2.1 | 11.4 | 0.0 | 0.0 | 0.4 |
| OTHER | ESTIMATE | 3 | 0 | 61 | 158 | 36 | 158 | 0 | 0 | 80 | 302 |
| | % STD ERR | * | 0.0 | 27.1 | 13.1 | * | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | ROW % | 1.0 | 0.0 | 20.2 | 52.3 | 11.9 | 52.3 | 0.0 | 0.0 | 26.5 | |
| | COLUMN % | 0.0 | 0.0 | 0.1 | 0.8 | 0.1 | 0.7 | 0.0 | 0.0 | 0.1 | 0.1 |

TABLE 2-34
COMPUTED AIRCRAFT TYPE VS. NON-HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

1986

| | L | L, MB, GS | L, MB, GS, RA | LRN | RA | ML | L, MB, GS, ML | LRN, ML | NO GROUP | ALL CRAFT |
|---|-------|-----------|---------------|-------|-------|------|---------------|---------|----------|-----------|
| FIXED WING - TURBOJET - 2 ENGINES | | | | | | | | | | |
| ESTIMATE | 27 | 111 | 179 | 3328 | 4086 | 100 | 88 | 77 | 13 | 4289 |
| % STD ERR | * | 46.5 | 29.9 | 3.7 | 1.4 | 43.2 | 44.3 | 44.5 | * | 0.0 |
| ROW % | 0.6 | 2.6 | 4.2 | 77.6 | 95.3 | 2.3 | 2.1 | 1.8 | 0.3 | 0.0 |
| COLUMN % | 0.2 | 1.0 | 0.2 | 7.0 | 18.7 | 6.1 | 12.1 | 13.8 | 0.0 | 1.6 |
| OTHER | | | | | | | | | | |
| ESTIMATE | 40 | 14 | 240 | 294 | 282 | 13 | 13 | 13 | 109 | 672 |
| % STD ERR | * | * | 31.7 | 18.4 | 18.1 | * | * | * | * | 0.0 |
| ROW % | 6.0 | 2.1 | 35.7 | 43.8 | 42.0 | 1.9 | 1.9 | 1.9 | 16.2 | 0.0 |
| COLUMN % | 0.3 | 0.1 | 0.2 | 0.6 | 1.3 | 0.8 | 1.8 | 2.3 | 0.1 | 0.3 |
| ROTORCRAFT: PISTON | | | | | | | | | | |
| ESTIMATE | 36 | 3 | 18 | 227 | 15 | 23 | 6 | 7 | 5264 | 5566 |
| % STD ERR | * | * | * | 30.0 | * | * | * | * | 1.5 | 0.0 |
| ROW % | 0.6 | 0.1 | 0.3 | 4.1 | 0.3 | 0.4 | 0.1 | 0.1 | 94.6 | 0.0 |
| COLUMN % | 0.2 | 0.0 | 0.0 | 0.5 | 0.1 | 1.4 | 0.8 | 1.3 | 4.7 | 2.1 |
| TURBINE | | | | | | | | | | |
| ESTIMATE | 490 | 94 | 535 | 2504 | 1223 | 50 | 48 | 48 | 1502 | 4858 |
| % STD ERR | 23.4 | * | 24.0 | 7.2 | 10.3 | * | * | * | 10.8 | 0.0 |
| ROW % | 10.1 | 1.9 | 11.0 | 51.5 | 25.2 | 1.0 | 1.0 | 1.0 | 30.9 | 0.0 |
| COLUMN % | 3.3 | 0.9 | 0.5 | 5.3 | 5.6 | 3.1 | 6.6 | 8.6 | 1.3 | 1.8 |
| OTHER AIRCRAFT | | | | | | | | | | |
| ESTIMATE | 17 | 0 | 12 | 93 | 25 | 123 | 25 | 25 | 9092 | 9309 |
| % STD ERR | * | 0.0 | * | 46.4 | * | 38.4 | * | * | 0.7 | 0.0 |
| ROW % | 0.2 | 0.0 | 0.1 | 1.0 | 0.3 | 1.3 | 0.3 | 0.3 | 97.7 | 0.0 |
| COLUMN % | 0.1 | 0.0 | 0.0 | 0.2 | 0.1 | 7.5 | 3.4 | 4.5 | 8.1 | 3.5 |
| ALL AIRCRAFT | | | | | | | | | | |
| ESTIMATE | 14826 | 10635 | 100043 | 20563 | 21863 | 1639 | 727 | 557 | 112612 | 268617 |
| % STD ERR | 5.7 | 6.7 | 1.4 | 3.0 | 2.9 | 16.0 | 21.7 | 26.9 | 1.1 | 0.0 |
| ROW % | 5.5 | 4.0 | 37.2 | 7.7 | 8.1 | 0.6 | 0.3 | 0.2 | 41.9 | 0.0 |

NON-HIERARCHICAL CAPABILITY GROUPS KEY

| | | |
|-----|---|---|
| GS | - | GLIDE SLOPE |
| L | - | LOCALIZER |
| LRN | - | LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA |
| MB | - | MARKER BEACON |
| ML | - | MICROWAVE LANDING SYSTEM |
| RA | - | RADAR ALTIMETER |
| NO | - | NO REGULATORY AVIONICS |

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-35
BASE AIRPORT REGION VS. NON-HIERARCHICAL CAPABILITY GROUPS

| 1986 | | | | | | | | | | PAGE 1 OF 2 | |
|--------------------|-----------|-------|-----------|---------------|------|------|------|---------------|---------|-------------|-----------|
| | L | L, MB | L, MB, GS | L, MB, GS, RA | LRN | RA | ML | L, MB, GS, ML | LRN, ML | NO GROUP | ALL CRAFT |
| ALASKAN | ESTIMATE | 972 | 147 | 1796 | 192 | 1809 | 257 | 0 | 0 | 5561 | 9407 |
| | % STD ERR | 22.6 | * | 15.3 | 44.7 | 14.4 | 42.2 | 0.0 | 0.0 | 8.6 | 6.4 |
| | ROW % | 10.3 | 1.6 | 19.1 | 2.0 | 19.2 | 2.7 | 0.0 | 0.0 | 59.1 | 3.5 |
| | COLUMN % | 6.6 | 1.4 | 1.8 | 0.9 | 3.8 | 1.2 | 0.0 | 0.0 | 4.9 | |
| CENTRAL | ESTIMATE | 867 | 629 | 5150 | 959 | 2336 | 974 | 92 | 64 | 8246 | 16143 |
| | % STD ERR | 25.2 | 30.7 | 10.0 | 19.8 | 14.4 | 19.6 | * | * | 7.7 | 5.5 |
| | ROW % | 5.4 | 3.9 | 31.9 | 5.9 | 14.5 | 6.0 | 0.6 | 0.4 | 51.1 | |
| | COLUMN % | 5.8 | 5.9 | 5.1 | 4.7 | 4.9 | 4.5 | 5.6 | 11.5 | 7.3 | 6.0 |
| EASTERN | ESTIMATE | 1293 | 1175 | 12739 | 2942 | 6705 | 3055 | 102 | 14 | 11898 | 31024 |
| | % STD ERR | 19.7 | 21.3 | 6.2 | 10.4 | 8.3 | 10.3 | * | * | 6.1 | 3.8 |
| | ROW % | 4.2 | 3.8 | 41.1 | 9.5 | 21.6 | 9.8 | 0.3 | 0.0 | 38.4 | |
| | COLUMN % | 8.7 | 11.0 | 12.7 | 14.3 | 14.2 | 14.0 | 6.2 | 2.5 | 10.6 | 11.5 |
| EUROPEAN OFFICE | ESTIMATE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | % STD ERR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | ROW % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | COLUMN % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GREAT LAKES | ESTIMATE | 2279 | 1856 | 16794 | 3471 | 7669 | 3556 | 429 | 196 | 21243 | 46948 |
| | % STD ERR | 15.8 | 17.3 | 5.3 | 10.2 | 7.7 | 10.1 | 35.0 | * | 4.5 | 3.0 |
| | ROW % | 4.9 | 4.0 | 35.8 | 7.4 | 16.3 | 7.6 | 0.9 | 0.4 | 45.2 | |
| | COLUMN % | 15.4 | 17.5 | 16.8 | 16.9 | 16.2 | 16.3 | 26.2 | 35.2 | 18.9 | 17.5 |
| NEW ENGLAND | ESTIMATE | 656 | 587 | 3567 | 889 | 2279 | 992 | 78 | 69 | 4257 | 10484 |
| | % STD ERR | 28.4 | 29.6 | 12.2 | 20.6 | 14.7 | 19.5 | * | * | 10.7 | 6.8 |
| | ROW % | 6.3 | 5.6 | 34.0 | 8.5 | 21.7 | 9.5 | 0.7 | 0.7 | 40.6 | |
| | COLUMN % | 4.4 | 5.5 | 3.6 | 4.3 | 4.8 | 4.5 | 4.8 | 12.4 | 3.8 | 3.9 |
| NORTHWEST MOUNTAIN | ESTIMATE | 1604 | 1180 | 8709 | 1608 | 4393 | 1706 | 169 | 6 | 13143 | 27445 |
| | % STD ERR | 18.1 | 21.7 | 7.5 | 15.4 | 10.4 | 14.9 | 47.1 | * | 5.9 | 4.1 |
| | ROW % | 5.8 | 4.3 | 31.7 | 5.9 | 16.0 | 6.2 | 0.6 | 0.0 | 47.9 | |
| | COLUMN % | 10.8 | 11.1 | 8.7 | 7.8 | 9.3 | 7.8 | 10.3 | 1.1 | 11.7 | 10.2 |
| SOUTHERN | ESTIMATE | 2480 | 1775 | 17357 | 3438 | 9698 | 3789 | 347 | 47 | 14295 | 40994 |
| | % STD ERR | 14.8 | 17.3 | 5.2 | 9.8 | 6.9 | 9.3 | 36.9 | * | 5.6 | 3.2 |
| | ROW % | 6.0 | 4.3 | 42.3 | 8.4 | 23.7 | 9.2 | 0.8 | 0.1 | 34.9 | |
| | COLUMN % | 16.7 | 16.7 | 17.3 | 16.7 | 20.5 | 17.3 | 21.2 | 8.4 | 12.7 | 15.3 |

TABLE 2-35
BASE AIRPORT REGION VS. NON-HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

1986

| | L | L, MB | L, MB, GS | L, MB, GS, RA | LRN | RA | ML | L, MB, GS, ML | LRN, ML | NO GROUP | ALL CRAFT |
|-----------------|-------|-------|-----------|---------------|-------|-------|------|---------------|---------|----------|-----------|
| SOUTHWESTERN | | | | | | | | | | | |
| ESTIMATE | 1848 | 1545 | 14550 | 4437 | 6430 | 4684 | 274 | 164 | 80 | 14595 | 38585 |
| % STD ERR | 16.9 | 17.8 | 5.8 | 8.3 | 8.0 | 8.0 | 37.3 | 42.7 | * | 5.6 | 3.3 |
| ROW % | 4.8 | 4.0 | 37.7 | 11.5 | 16.7 | 12.1 | 0.7 | 0.4 | 0.2 | 37.8 | |
| COLUMN % | 12.5 | 14.5 | 14.5 | 21.6 | 13.6 | 21.4 | 16.7 | 22.6 | 14.4 | 13.0 | 14.4 |
| WESTERN-PACIFIC | | | | | | | | | | | |
| ESTIMATE | 2609 | 1855 | 19444 | 2700 | 6337 | 2923 | 193 | 56 | 91 | 19169 | 47469 |
| % STD ERR | 14.1 | 15.9 | 4.9 | 11.2 | 8.3 | 10.7 | 41.3 | * | * | 4.6 | 2.9 |
| ROW % | 5.5 | 3.9 | 41.0 | 5.7 | 13.3 | 6.2 | 0.4 | 0.1 | 0.2 | 40.4 | |
| COLUMN % | 17.6 | 17.4 | 19.4 | 13.1 | 13.4 | 13.4 | 11.8 | 7.7 | 16.3 | 17.0 | 17.7 |
| TOTALS | 14826 | 10635 | 100043 | 20563 | 47210 | 21863 | 1639 | 727 | 557 | 112612 | 268617 |
| % STD ERR | 5.7 | 6.7 | 1.4 | 3.0 | 2.7 | 2.9 | 16.0 | 21.7 | 26.9 | 1.1 | |
| ROW % | 5.5 | 4.0 | 37.2 | 7.7 | 17.6 | 8.1 | 0.6 | 0.3 | 0.2 | 41.9 | |

NON-HIERARCHICAL CAPABILITY GROUPS KEY

- GS - GLIDE SLOPE
- L - LOCALIZER
- LRN - LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
- MB - MARKER BEACON
- ML - MICROWAVE LANDING SYSTEM
- RA - RADAR ALTITUDE
- NO - NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-36
GENERAL AVIATION
NUMBER OF LANDINGS IN LOCAL FLIGHT
BY
AIRCRAFT TYPE AND REGION
1986

PAGE 1 OF 2

| AIRCRAFT TYPE | REGION | | | | | | | | | | TOTAL |
|---|----------------|-----------------|-----------------|-----------------|-----------------|----------------|--------------------|-----------------|-----------------|-----------------|-----------------|
| | ALASKAN | CENTRAL | EASTERN | EUROPEAN OFFICE | GREAT LAKES | NEW ENGLAND | NORTHWEST MOUNTAIN | SOUTHERN | SOUTH-WESTERN | WESTERN-PACIFIC | |
| FIXED WING | | | | | | | | | | | |
| FIXED WING- PISTON | | | | | | | | | | | |
| 1 ENG: 1-3 SEATS (% STANDARD ERROR) | 176271 23.5 | 686535 18.1 | 1416735 19.9 | 0 0.0 | 2824838 13.7 | 309073 25.4 | 1384888 17.6 | 1948394 17.5 | 2010581 30.0 | 2449507 17.3 | 13206822 7.5 |
| 1 ENG: 4+ SEATS (% STANDARD ERROR) | 403170 24.8 | 525482 22.5 | 1082003 14.8 | 0 0.0 | 2048538 14.9 | 578200 22.5 | 1049079 15.6 | 1193743 13.0 | 1255490 15.8 | 1771575 13.4 | 9907280 5.6 |
| 1 ENGINE: TOTAL (% STANDARD ERROR) | 579441 18.7 | 1212017 14.1 | 2498738 13.0 | 0 0.0 | 4873376 10.1 | 887273 17.1 | 2433967 12.1 | 3142137 11.9 | 3266071 19.5 | 4221082 11.5 | 23114102 4.9 |
| 2 ENG: 1-6 SEATS (% STANDARD ERROR) | 4340 * | 72347 31.7 | 209993 38.4 | 0 0.0 | 82720 44.3 | 38226 * | 41792 * | 131219 32.3 | 138998 45.0 | 698585 * | 1418220 29.4 |
| 2 ENG: 7+ SEATS (% STANDARD ERROR) | 36036 * | 21338 * | 14856 * | 0 0.0 | 24569 * | 28139 41.9 | 21224 * | 81475 30.8 | 64214 46.9 | 25220 * | 317071 19.2 |
| 2 ENGINE: TOTAL (% STANDARD ERROR) | 40376 * | 93685 27.6 | 224849 36.8 | 0 0.0 | 107289 36.3 | 66365 34.6 | 63016 42.3 | 212694 23.1 | 203212 34.2 | 723805 * | 1735291 24.3 |
| PISTON: OTHER (% STANDARD ERROR) | 0 0.0 | 0 0.0 | 0 0.0 | 0 0.0 | 108 * | 0 0.0 | 280 * | 0 0.0 | 0 0.0 | 1298 * | 1686 * |
| PISTON: TOTAL (% STANDARD ERROR) | 619817 18.1 | 1305702 13.3 | 2723587 12.3 | 0 0.0 | 4980773 9.9 | 953638 16.1 | 2497263 11.8 | 3354831 11.3 | 3469283 18.4 | 4946185 12.7 | 24851079 4.9 |
| FIXED WING- TURBOPROP | | | | | | | | | | | |
| 2 ENG: 1-12 SEATS (% STANDARD ERROR) | 373 * | 2139 * | 71256 41.0 | 0 0.0 | 24486 * | 1962 * | 3117 * | 48235 * | 67259 * | 16743 * | 235570 * |
| 2 ENG: 13+ SEATS (% STANDARD ERROR) | 0 0.0 | 15303 20.4 | 29278 48.9 | 0 0.0 | 4022 * | 189556 * | 817 * | 1031 * | 51572 * | 12385 * | 303964 * |
| 2 ENGINE: TOTAL (% STANDARD ERROR) | 373 * | 17442 39.2 | 100534 32.4 | 0 0.0 | 28508 * | 191518 * | 3934 * | 49266 * | 118831 * | 29128 * | 539534 42.5 |
| TURBOPROP: OTHER (% STANDARD ERROR) | 3494 33.9 | 0 0.0 | 436 * | 0 0.0 | 3113 33.8 | 0 0.0 | 193 * | 2175 * | 10606 37.7 | 48699 * | 68716 38.6 |
| TURBOPROP: TOTAL (% STANDARD ERROR) | 3867 * | 17442 39.2 | 100970 32.3 | 0 0.0 | 31621 * | 191518 * | 4127 * | 51441 * | 129437 * | 77827 40.8 | 608250 38.0 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2-36
GENERAL AVIATION
NUMBER OF LANDINGS IN LOCAL FLIGHT
BY
AIRCRAFT TYPE AND REGION
1986

PAGE 2 OF 2

| AIRCRAFT TYPE | ALASKAN | CENTRAL | EASTERN | EUROPEAN OFFICE | GREAT LAKES | REGION | | | | SOUTH- WESTERN | WESTERN- PACIFIC | TOTAL |
|---|-------------|--------------|--------------|-----------------|-------------|--------------|--------------------|--------------|--------------|-------------------|---------------------|-------|
| | | | | | | NEW ENGLAND | NORTHWEST MOUNTAIN | SOUTHERN | | | | |
| FIXED WING- TURBOJET | | | | | | | | | | | | |
| 2 ENGINE TURBOJET (% STANDARD ERROR) | 209 * | 10770 * | 39518 * | 0 0.0 | 29053 42.8 | 1881 * | 5794 * | 8759 * | 21037 * | 28587 * | 145608 24.6 | |
| TURBOJET: OTHER (% STANDARD ERROR) | 0 0.0 | 86 * | 2135 * | 0 0.0 | 862 * | 286 * | 288 * | 21 * | 680 * | 1710 * | 6068 * | |
| TURBOJET: TOTAL (% STANDARD ERROR) | 209 * | 10856 * | 41653 * | 0 0.0 | 29915 41.8 | 2167 * | 6082 * | 8780 * | 21717 * | 30297 * | 151676 28.7 | |
| FIXED WING: TOTAL (% STANDARD ERROR) | 623893 18.0 | 1334000 13.0 | 2866210 11.8 | 0 0.0 | 5042309 9.8 | 1147323 21.0 | 2507472 11.8 | 3415052 11.1 | 3620437 18.0 | 5054309 12.5 | 25611005 4.8 | |
| ROTORCRAFT | | | | | | | | | | | | |
| PISTON (% STANDARD ERROR) | 3727 * | 178316 37.0 | 219305 49.8 | 0 0.0 | 135321 27.4 | 46166 32.0 | 77240 38.3 | 218472 39.0 | 84854 * | 464804 33.6 | 1428205 16.2 | |
| TURBINE (% STANDARD ERROR) | 19200 * | 20771 * | 318625 41.3 | 0 0.0 | 74853 * | 80553 46.0 | 445871 * | 172719 39.8 | 718807 44.4 | 420583 32.0 | 2271982 20.2 | |
| ROTORCRAFT: TOTAL (% STANDARD ERROR) | 22927 * | 199087 34.9 | 537930 31.8 | 0 0.0 | 210174 30.1 | 126719 31.5 | 523111 48.8 | 391191 28.0 | 803661 40.3 | 885387 23.3 | 3700187 13.9 | |
| OTHER (% STANDARD ERROR) | 595 * | 25040 * | 53556 35.5 | 0 0.0 | 74727 34.8 | 36499 45.3 | 43757 37.0 | 48292 40.3 | 55824 45.5 | 70627 39.0 | 408917 14.6 | |
| TOTAL (% STANDARD ERROR) | 647415 17.5 | 1558127 12.0 | 3457696 11.0 | 0 0.0 | 5327210 9.4 | 1310541 18.7 | 3074340 12.7 | 3854535 10.3 | 4479922 16.3 | 6010323 11.1 | 29720109 4.5 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-37
GENERAL AVIATION
NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT
BY
AIRCRAFT TYPE AND REGION
1986

PAGE 1 OF 2

| AIRCRAFT TYPE | ALASKAN | CENTRAL | EASTERN | EUROPEAN OFFICE | GREAT LAKES | REGION | | | | SOUTH-WESTERN | WESTERN-PACIFIC | TOTAL |
|---|----------------|----------------|----------------|-----------------|-----------------|--------------------|-----------------|----------------|----------------|-----------------|-----------------|-------|
| | | | | | | NORTHWEST MOUNTAIN | SOUTHERN | NEW ENGLAND | | | | |
| FIXED WING | | | | | | | | | | | | |
| FIXED WING- PISTON | | | | | | | | | | | | |
| 1 ENG. 1-3 SEATS (% STANDARD ERROR) | 251660 22.7 | 77788 24.1 | 303620 21.7 | 0 0.0 | 645163 17.6 | 82809 27.3 | 174280 17.5 | 281157 21.2 | 240388 22.0 | 328674 25.0 | 2385539 7.9 | |
| 1 ENG. 4+ SEATS (% STANDARD ERROR) | 625386 21.4 | 409015 19.3 | 692015 10.9 | 0 0.0 | 1012780 10.5 | 338343 23.0 | 667676 13.1 | 759806 10.0 | 753855 11.9 | 1622558 13.2 | 6881434 4.9 | |
| 1 ENGINE: TOTAL (% STANDARD ERROR) | 877046 16.6 | 486803 16.7 | 995635 10.1 | 0 0.0 | 1657943 9.4 | 421152 19.3 | 841956 11.0 | 1040963 9.3 | 994243 10.5 | 1951232 11.8 | 9266973 4.2 | |
| 2 ENG. 1-6 SEATS (% STANDARD ERROR) | 21706 * | 87998 30.1 | 240627 20.1 | 0 0.0 | 365858 18.7 | 41118 32.5 | 76526 30.7 | 335521 18.2 | 228507 19.2 | 436135 39.9 | 1833996 11.5 | |
| 2 ENG. 7+ SEATS (% STANDARD ERROR) | 92906 * | 125042 44.6 | 105192 32.6 | 0 0.0 | 230322 28.7 | 75093 * | 116749 33.8 | 419501 17.9 | 208927 22.8 | 322606 42.9 | 1696338 12.3 | |
| 2 ENGINE: TOTAL (% STANDARD ERROR) | 114612 * | 213040 29.0 | 345819 17.1 | 0 0.0 | 596180 16.0 | 116211 36.8 | 193275 23.8 | 755022 12.8 | 437434 14.8 | 758741 29.3 | 3530334 8.4 | |
| PISTON: OTHER (% STANDARD ERROR) | 0 0.0 | 0 0.0 | 26953 * | 0 0.0 | 0 0.0 | 0 0.0 | 35 * | 0 0.0 | 0 0.0 | 1840 * | 28828 * | |
| PISTON: TOTAL (% STANDARD ERROR) | 991658 16.3 | 699843 14.6 | 1368407 8.7 | 0 0.0 | 2254123 8.1 | 537363 17.1 | 1035266 10.0 | 1795985 7.6 | 1431677 8.6 | 2711813 11.8 | 12826135 3.8 | |
| FIXED WING- TURBOPROP | | | | | | | | | | | | |
| 2 ENG. 1-12 SEATS (% STANDARD ERROR) | 11252 * | 40934 47.7 | 292554 33.4 | 0 0.0 | 288597 22.5 | 21531 * | 159156 47.1 | 393803 23.0 | 176112 23.0 | 136171 44.4 | 1520110 12.1 | |
| 2 ENG. 13+ SEATS (% STANDARD ERROR) | 0 0.0 | 357035 10.2 | 149451 38.0 | 0 0.0 | 17394 43.2 | 15538 * | 182113 * | 15916 * | 172231 48.3 | 24743 * | 934421 21.1 | |
| 2 ENGINE: TOTAL (% STANDARD ERROR) | 11252 * | 397969 10.4 | 442005 25.6 | 0 0.0 | 305991 21.4 | 37069 49.6 | 341269 * | 409719 22.3 | 348343 26.6 | 160914 40.0 | 2454531 11.0 | |
| TURBOPROP: OTHER (% STANDARD ERROR) | 47525 * | 0 0.0 | 1391 21.6 | 0 0.0 | 310 * | 0 0.0 | 1352 48.5 | 399 * | 1036 * | 803 46.3 | 52816 48.8 | |
| TURBOPROP: TOTAL (% STANDARD ERROR) | 58777 47.3 | 397969 10.4 | 443396 25.5 | 0 0.0 | 306301 21.4 | 37069 49.6 | 342621 * | 410118 22.2 | 349379 26.5 | 161717 39.8 | 2507347 10.8 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2-37
GENERAL AVIATION
NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT
BY
AIRCRAFT TYPE AND REGION
1986

PAGE 2 OF 2

| AIRCRAFT TYPE | REGION | | | | | | | | | | TOTAL |
|---|-----------------|----------------|----------------|--------------------|----------------|----------------|-----------------------|----------------|-------------------|---------------------|-----------------|
| | ALASKAN | CENTRAL | EASTERN | EUROPEAN OFFICE | GREAT LAKES | NEW ENGLAND | NORTHWEST MOUNTAIN | SOUTHERN | SOUTH- WESTERN | WESTERN- PACIFIC | |
| FIXED WING- TURBOJET | | | | | | | | | | | |
| 2 ENGINE TURBOJET (% STANDARD ERROR) | 921 * | 58103 37.6 | 277543 25.1 | 0 0.0 | 196756 20.7 | 39332 * | 54803 38.8 | 138812 25.2 | 262946 22.4 | 59391 27.6 | 1088607 10.4 |
| TURBOJET: OTHER (% STANDARD ERROR) | 0 0.0 | 906 45.9 | 22729 25.1 | 0 0.0 | 5594 34.9 | 363 * | 790 * | 5409 33.5 | 2822 * | 3549 * | 42162 37.4 |
| TURBOJET: TOTAL (% STANDARD ERROR) | 921 * | 59009 37.0 | 300272 23.3 | 0 0.0 | 202350 20.2 | 39695 * | 55593 38.3 | 144221 24.3 | 265768 22.2 | 62940 34.5 | 1130769 10.1 |
| FIXED WING: TOTAL (% STANDARD ERROR) | 1051356 15.6 | 1156821 9.7 | 2112075 8.4 | 0 0.0 | 2762774 7.2 | 614127 15.6 | 1433480 14.5 | 2350324 7.1 | 2046824 8.0 | 2936470 11.1 | 16464251 3.5 |
| ROTORCRAFT | | | | | | | | | | | |
| PISTON (% STANDARD ERROR) | 2657 * | 12438 49.6 | 15062 * | 0 0.0 | 11714 * | 35532 * | 1084 47.3 | 14453 31.6 | 12404 * | 52717 28.7 | 158061 21.8 |
| TURBINE (% STANDARD ERROR) | 22283 * | 10158 * | 103543 32.1 | 0 0.0 | 66393 * | 101444 44.5 | 102606 * | 82374 38.8 | 538560 34.2 | 174905 47.3 | 1202266 18.8 |
| ROTORCRAFT: TOTAL (% STANDARD ERROR) | 24940 * | 22596 * | 118605 29.3 | 0 0.0 | 78107 * | 136976 36.2 | 103690 * | 96827 33.4 | 550964 33.6 | 227622 37.0 | 1360327 16.8 |
| OTHER (% STANDARD ERROR) | 0 0.0 | 1733 * | 12675 * | 0 0.0 | 6272 * | 3298 * | 2244 * | 6505 * | 6049 * | 6398 * | 45174 40.9 |
| TOTAL (% STANDARD ERROR) | 1076296 15.3 | 1181150 9.6 | 2243355 8.1 | 0 0.0 | 2847153 7.2 | 754401 14.3 | 1539414 14.0 | 2453656 7.0 | 2603837 9.5 | 3170490 10.7 | 17889752 3.4 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-38
GENERAL AVIATION
TOTAL NUMBER OF LANDINGS
BY
AIRCRAFT TYPE AND REGION
1986

| AIRCRAFT TYPE | REGION | | | | | | | | | TOTAL | |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----------------|-----------------|-----------------|-----------------|
| | ALASKAN | CENTRAL | EASTERN | EUROPEAN OFFICE | GREAT LAKES | NEW ENGLAND | NORTHWEST MOUNTAIN | SOUTHERN | SOUTH-WESTERN | | WESTERN-PACIFIC |
| FIXED WING | | | | | | | | | | | |
| FIXED WING- PISTON | | | | | | | | | | | |
| 1 ENG: 1-3 SEATS (% STANDARD ERROR) | 429359 17.0 | 764530 17.2 | 1722042 19.3 | 0 0.0 | 3478609 13.8 | 392242 24.4 | 1560067 16.1 | 2239567 16.9 | 2255120 27.7 | 2781297 16.4 | 15622833 6.9 |
| 1 ENG: 4+ SEATS (% STANDARD ERROR) | 1029158 19.2 | 935305 17.0 | 1774521 11.9 | 0 0.0 | 3064430 12.1 | 917877 19.1 | 1719665 12.4 | 1956296 10.1 | 2010569 12.2 | 3396601 11.0 | 16804422 4.5 |
| 1 ENGINE TOTAL (% STANDARD ERROR) | 1458517 14.5 | 1699835 12.2 | 3496563 11.3 | 0 0.0 | 6543039 9.3 | 1310119 15.2 | 3279732 10.1 | 4195863 10.2 | 4265689 15.7 | 6177898 9.5 | 32427255 4.1 |
| 2 ENG: 1-6 SEATS (% STANDARD ERROR) | 25567 * | 161623 26.1 | 449833 24.4 | 0 0.0 | 448552 16.2 | 79740 34.6 | 117354 28.4 | 467828 15.4 | 364460 19.9 | 1132198 49.7 | 3247155 18.2 |
| 2 ENG: 7+ SEATS (% STANDARD ERROR) | 129116 * | 146339 41.3 | 119961 31.2 | 0 0.0 | 254064 22.4 | 103450 43.7 | 137346 29.0 | 501289 15.2 | 273306 18.1 | 345249 37.7 | 2010120 10.6 |
| 2 ENGINE TOTAL (% STANDARD ERROR) | 154683 * | 307962 23.9 | 569794 20.3 | 0 0.0 | 702616 13.1 | 183190 28.9 | 254700 20.4 | 969117 10.8 | 637766 13.8 | 1477447 39.1 | 5257275 11.9 |
| PISTON: OTHER (% STANDARD ERROR) | 0 0.0 | 0 0.0 | 26953 * | 0 0.0 | 108 * | 0 0.0 | 315 * | 0 0.0 | 0 0.0 | 3125 * | 30501 * |
| PISTON: TOTAL (% STANDARD ERROR) | 1613200 14.3 | 2007797 10.9 | 4093310 10.0 | 0 0.0 | 7245763 8.5 | 1493309 13.8 | 3534747 9.4 | 5164980 8.5 | 4903455 13.8 | 7658470 10.8 | 37715031 3.9 |
| FIXED WING- TURBOPROP | | | | | | | | | | | |
| 2 ENG: 1-12 SEATS (% STANDARD ERROR) | 11572 * | 39717 44.2 | 358792 30.0 | 0 0.0 | 314224 20.4 | 23457 * | 154599 43.4 | 439962 20.5 | 243366 * | 152720 39.4 | 1738409 12.8 |
| 2 ENG: 13+ SEATS (% STANDARD ERROR) | 0 0.0 | 340651 10.6 | 177531 36.1 | 0 0.0 | 21509 38.8 | 224931 * | 186396 * | 17003 * | 206697 46.3 | 40081 * | 1214799 23.1 |
| 2 ENGINE TOTAL (% STANDARD ERROR) | 11572 * | 380368 10.5 | 536323 23.4 | 0 0.0 | 335733 19.2 | 248388 * | 340995 * | 456965 19.8 | 450063 36.0 | 192801 33.7 | 2953208 12.1 |
| TURBOPROP: OTHER (% STANDARD ERROR) | 51020 49.0 | 0 0.0 | 1828 * | 0 0.0 | 3423 14.8 | 0 0.0 | 1546 30.2 | 2485 * | 11643 30.6 | 49076 * | 121021 29.2 |
| TURBOPROP: TOTAL (% STANDARD ERROR) | 62592 43.3 | 380368 10.5 | 538151 23.3 | 0 0.0 | 339156 19.0 | 248388 * | 342541 * | 459450 19.7 | 461706 35.1 | 241877 28.7 | 3074229 11.7 |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2-38
GENERAL AVIATION
TOTAL NUMBER OF LANDINGS
BY
AIRCRAFT TYPE AND REGION
1986

PAGE 2 OF 2

| AIRCRAFT TYPE | ALASKAN | CENTRAL | EASTERN | EUROPEAN OFFICE | GREAT LAKES | REGION | | | | | SOUTH-WESTERN | WESTERN-PACIFIC | TOTAL |
|--------------------------------------|--------------|-------------|-------------|-----------------|-------------|--------------|--------------------|-------------|--------------|--------------|---------------|-----------------|-------|
| | | | | | | NEW ENGLAND | NORTHWEST MOUNTAIN | SOUTHERN | | | | | |
| FIXED WING- TURBOJET | | | | | | | | | | | | | |
| 2 ENGINE TURBOJET (% STANDARD ERROR) | 1130 * | 68581 32.7 | 317333 22.1 | 0 0.0 | 226955 17.5 | 41236 49.7 | 60842 35.0 | 146253 22.4 | 266093 18.6 | 87592 24.8 | | 1236015 9.0 | |
| TURBOJET: OTHER (% STANDARD ERROR) | 0 0.0 | 986 * | 24954 17.5 | 0 0.0 | 6496 11.6 | 650 * | 1078 * | 5435 17.5 | 3434 * | 5379 * | | 48412 * | |
| TURBOJET: TOTAL (% STANDARD ERROR) | 1130 * | 69567 32.3 | 342287 20.5 | 0 0.0 | 233451 17.1 | 41886 49.0 | 61920 34.4 | 151688 21.6 | 289527 18.4 | 92971 45.7 | | 1284427 9.1 | |
| FIXED WING: TOTAL (% STANDARD ERROR) | 1676922 13.8 | 2457732 9.1 | 4973748 8.8 | 0 0.0 | 7818370 7.9 | 1783593 15.9 | 3939208 9.6 | 5776118 7.8 | 5654688 12.4 | 7993318 10.4 | | 42073687 3.6 | |
| ROTORCRAFT | | | | | | | | | | | | | |
| PISTON (% STANDARD ERROR) | 6677 * | 189949 34.5 | 233990 46.3 | 0 0.0 | 147137 25.0 | 78863 37.4 | 78174 35.7 | 232527 36.9 | 96720 * | 511685 29.9 | | 1575722 14.8 | |
| TURBINE (% STANDARD ERROR) | 36949 * | 30091 * | 422305 35.8 | 0 0.0 | 140963 * | 178677 36.9 | 550692 * | 251656 32.3 | 1253289 32.9 | 585982 28.2 | | 3450604 16.6 | |
| ROTORCRAFT: TOTAL (% STANDARD ERROR) | 43626 * | 220040 32.7 | 656295 28.3 | 0 0.0 | 288100 33.3 | 257540 28.0 | 628866 47.1 | 484183 24.4 | 1350009 30.9 | 1097667 20.5 | | 5026326 12.3 | |
| OTHER (% STANDARD ERROR) | 595 * | 26922 * | 66506 41.7 | 0 0.0 | 80626 40.7 | 39726 48.1 | 45901 47.0 | 54068 48.3 | 62684 * | 77039 * | | 454067 18.1 | |
| TOTAL (% STANDARD ERROR) | 1721143 13.6 | 2704694 8.7 | 5695549 8.3 | 0 0.0 | 8187096 7.6 | 2080849 14.1 | 4613975 10.4 | 6314369 7.4 | 7067381 11.5 | 9168024 9.4 | | 47554080 3.4 | |

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

APPENDIX A.1: FIRST MAILING COVER LETTER



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

March 1987

Dear Aircraft Owner:

Since 1977, Transportation Systems Center (TSC), of the Department of Transportation, Cambridge, MA, has conducted the annual General Aviation Aircraft Activity and Avionics Survey for the Federal Aviation Administration (FAA). Enclosed for your perusal are 2 of more than 60 statistical tables published in the 1985 General Aviation Aircraft Activity and Avionics Survey Report by the FAA. The data collected from the annual survey are used by the Federal, state and local governments, as well as by private industries and individuals, for safety analyses, planning, forecasting, research and development. Therefore, your cooperation in responding to the survey request is very valuable, not only to the FAA but also to the aviation community as a whole.

The enclosed 1986 General Aviation Aircraft Activity and Avionics Survey questionnaire (FAA Form 1800-54) requests data for calendar year 1986. Your aircraft is one of approximately 28,000 general aviation aircraft selected to be surveyed. Since the survey sample is randomly selected, it is possible that your aircraft may be selected in successive years or that more than one of your aircraft may be selected this year. It could happen more often if the number of aircraft of the type you own is small. When more than one of your aircraft is selected, you will find a separate questionnaire provided for each aircraft. If your aircraft was sold prior to January 1986, please forward this mail to the new owner of the aircraft or return the mail to TSC with a note. If your aircraft is operated primarily by another (leased, etc.), please obtain necessary information from the operator, or forward this mail to that person or firm for response.

Please answer all questions for the aircraft so identified in the questionnaire. If you can not provide a precise answer to any questions make your best estimate. A prompt response will eliminate additional follow-up contacts. Mail your response in the enclosed self-addressed postpaid envelope today.

Sincerely,

Lawrence R. Kelly, Jr.
Manager, Management Standards
and Statistics Division

4 Enclosures

APPENDIX A.2: SECOND MAILING COVER LETTER



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave S W
Washington D C 20591

April 1987

Dear Aircraft Owner:

In February, The Federal Aviation Administration (FAA) sent aircraft owners a questionnaire as part of its program to gather statistical information on the use and characteristics of the general aviation fleet.

You were one of the 28,000 aircraft owners selected at random to receive a questionnaire. Since the survey is based on a random sample of general aviation aircraft, your response is very essential to making the survey results comprehensive, accurate, and timely. As of this date, we have not received your response. In the event the survey questionnaire has been lost or misplaced, another copy is enclosed for your convenience in responding. Please respond within three days.

If you have already responded, disregard this notice. We appreciate your cooperation.

Sincerely,

A handwritten signature in cursive script, reading "Lawrence R. Kelly, Jr.".

Lawrence R. Kelly, Jr.
Manager, Management Standards
and Statistics Division

Enclosure

APPENDIX A.3: SURVEY QUESTIONNAIRE

1. CONTROL NUMBER

Federal Aviation Administration

GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY (As of December 31, 1986)

Form Approved
FAA Form 7060-101
Use Only For General Aviation

This report is authorized by Section 317 of the Federal Aviation Act of 1958, as amended. While the results of this survey are not to be used for enforcement purposes, your cooperation is needed to make the results of this survey representative of the general aviation community. The results of this survey will be used for statistical purposes only by FAA to plan and manage air traffic control and safety programs and to conduct research and development.

INSTRUCTIONS

1. Mark answers to questions on this aircraft and pilot. Do not complete questions on this form and pilot's logbook.

2. In 1986, did you operate this aircraft primarily as a scheduled air carrier under FAR Parts 121 or 127 (large aircraft) or lease this aircraft to such an air carrier?

☐ NO (Please answer remaining questions. This form should be completed for all general aviation aircraft and aircraft operated under Part 135, commuter and on-demand air taxi.)

☐ YES (Do not complete the rest of this form, but return to address shown above.)

3. In what state (abbreviation) or foreign country was this aircraft based as of December 31, 1986?

4. Was the aircraft flown in Calendar Year 1986?

1. ☐ Yes 2. ☐ No (Skip to question 12)

5. How many hours did this aircraft fly in each of the categories below during the Calendar Year 1986? Please estimate use for rental & leased hours.

| EXECUTIVE CORPORATE TRANSPORTATION | COMMERCIAL |
|------------------------------------|------------|
| BUSINESS TRANSPORTATION | |
| PERSONAL | |
| INSTRUCTIONAL | |
| AERIAL APPLICATION | |
| AERIAL OBSERVATION | |
| OTHER WORK USE | |
| COMMUTER AIR CARRIER | |
| AIR TAXI | |
| OTHER | |

6. Was the aircraft rented or leased to others in 1986?

7. What was this aircraft's average rate of fuel consumption (gals./hour)?

8. Estimate the percent of each fuel and grade used.

9. What was the average cost per gal?

10. How many landings, including touch and go landings, did this aircraft perform in each of the following categories during Calendar Year 1986?

| Number of landings in each flight | Number of landings in each country flight |
|-----------------------------------|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

2. AIRCRAFT CHARACTERISTICS

N

Transportation Systems Center GAF
Kendall Square
Cambridge, Massachusetts 02142

11. In 1986, what percent of the hours did this aircraft fly under the following conditions? (a, b, c, and d should add to 100%)

| Category | Percent |
|----------------------|---------|
| a. Visual | |
| b. Instrument | |
| c. Visual/Instrument | |
| d. Total | |

12. Was this aircraft flown on an Instrument Flight Plan in 1986?

If "Yes," how many hours were flown on an Instrument Flight Plan?

13. What were the total lifetime airframe hours as of December 31, 1986?

14. AVIONICS EQUIPMENT CAPABILITY

15. VHF COMMUNICATIONS EQUIPMENT

16. TRANSPONDER EQUIPMENT

17. NAVIGATION EQUIPMENT

18. PRECISION APPROACH EQUIPMENT

19. GUIDANCE AND CONTROL EQUIPMENT

20. What were the maintenance expenses for this aircraft in 1986?

21. What was the cost to insure this aircraft in 1986? (Include liability, medical and hull.)

22. Do you own one or more ultralights?

23. Comments

APPENDIX B SAMPLE DESIGN

B.1 SAMPLE FRAME AND SIZE

The Aircraft Registration Master File, maintained by the FAA Mike Monroney Aeronautical Center in Oklahoma City, provided the sample frame, the list of aircraft from which the sample was selected, for the survey. This file is the official record of registered civil aircraft in the U.S., containing one record per aircraft.

Between the 1977 and 1978 survey cycles several changes occurred to this file which had an impact on the sample population and frame, and ultimately on the survey results. In January 1978, FAA implemented a new procedure for maintaining the file, known as triennial revalidation. Instead of requiring all owners to revalidate and update their aircraft registration annually, FAA required revalidation for only those owners who had not contacted the registry for 3 years. The less frequent updating affected the accuracy of the file and its representativeness. Two major consequences for the survey results are discussed below:

- 1) The accuracy of owners' addresses deteriorated, causing the percentage of questionnaires returned by the post office to almost triple from 1977 to 1982. Post office returns have since stabilized at about 6 or 7 percent of the original sample of aircraft selected. This partially accounted for the lower survey response rates experienced since 1977.
- 2) The file contained a residue of aircraft which under the old revalidation system would have been deregistered and purged from the file, but remained under the new system. Consequently, the population counts were inflated resulting in artificially large increases in the estimates of the number of active general aviation aircraft from 1977 to 1978, and from 1978 to 1979.

Also during this period the entire Aircraft Registration System was installed on a new computer system. At the same time, FAA modified many of the updating and processing procedures. It is quite possible that these changes affected the registration file, although it is not known in what way.

Finally, new legislation required two categories of aircraft, formerly ineligible, to be registered with the U.S. Registry, namely:

- 1) aircraft owned by individual citizens of foreign countries who are permanent residents of the U.S., and
- 2) aircraft owned by non-U.S. corporations which are organized and doing business under U.S. law as long as the aircraft are based and used primarily in the U.S.

The definition of a registered general aviation aircraft changed from 1977 to 1978 to include the two new groups. It is estimated that these aircraft comprise less than one half percent of the general aviation fleet.

Thus, these changes discussed above affected the contents of the Aircraft Registration Master File and consequently the survey results. While it is difficult to quantify the effects of the changes, FAA estimates that they caused the survey results to overestimate population and hours flown by not more than five percent.

All aircraft identified as general aviation in the file according to the definition in Section 1.2.1 comprise the sample frame with the following exceptions:

- 1) Aircraft registered to dealers.
- 2) Aircraft with "Sale Reported" or "Registration Pending" appearing in the record instead of the owner's name.
- 3) Aircraft with a known inaccurate owner's address.
- 4) Aircraft with missing state of registration, aircraft make-model-series code, or aircraft type information.

For calendar year 1986, the sample frame consisted of 275,920 general aviation aircraft records from which 28,299 records were sampled, yielding a 10.3 percent sample. Table B-1 and Figure B.1 show the distribution of the sample compared to that of the population by aircraft type. Table B-2 and Figure B.2 show similar distributions by FAA region. (See Appendix C for the FAA regional map.) These displays clearly demonstrate the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors.

B.2 DESCRIPTION OF SAMPLE DESIGN

The sample design employed was a stratified, systematic design from a random start. The sample was selected from a two-way stratified frame matrix. The two stratification criteria were:

- 1) State or territory of aircraft registration.
- 2) A variable called the make-model index constructed from a combination of the computed aircraft type and the Service Difficulty Reporting (SDR) aircraft manufacturer/model group.

The 58 levels of the state criterion and the 381 levels of the make-model index yielded a matrix of 58 by 381 or 22,098 cells (strata) among which the frame was divided for sampling.

The FAA's primary requirement was for estimates of mean annual flight hours per aircraft, necessitating optimal determination of sample sizes based on flight hour variation by state and by make-model index, and not on population. Hence, the sample was not proportional to size, and a sampling fraction was determined for each cell with a non-zero population. Sampling was then performed systematically from a random start within individual cells, yielding a final sample size of 28,299 general aviation aircraft.

Initially, each aircraft in the sample was given a weight which was the inverse of its cell's sampling fraction, and which corresponded to the number of aircraft in

TABLE B-1. SAMPLE AND POPULATION DISTRIBUTIONS BY AIRCRAFT TYPE

| TYPE | POPULATION | SAMPLE SIZE | SAMPLE AS % OF POPULATION |
|------------------------|------------|-------------|---------------------------|
| Fixed Wing | | | |
| <u>Piston</u> | | | |
| 1 engine, 1 - 3 seats | 87,075 | 8,778 | 10.1 |
| 1 engine, 4+ seats | 121,530 | 8,414 | 6.9 |
| 2 engines, 1 - 6 seats | 18,544 | 1,825 | 9.8 |
| 2 engines, 7+ seats | 9,739 | 1,929 | 19.8 |
| Other Piston | 362 | 175 | 48.3 |
| <u>Turboprop</u> | | | |
| 2 engines, 1-12 seats | 5,134 | 793 | 15.4 |
| 2 engines, 13+ seats | 1,196 | 357 | 29.8 |
| Other Turboprop | 302 | 66 | 21.9 |
| <u>Turbojet</u> | | | |
| 2 engines | 4,289 | 923 | 21.5 |
| Other Turbojet | 672 | 208 | 31.0 |
| Rotorcraft | | | |
| Piston | 5,566 | 1,494 | 26.8 |
| Turbine | 4,899 | 1,140 | 23.3 |
| Other | 9,309 | 2,197 | 23.6 |
| TOTAL | 268,617 | 28,299 | 10.5 |

TABLE B-2. SAMPLE AND POPULATION DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT

| REGION | APPROXIMATE POPULATION | SAMPLE SIZE | SAMPLE AS % OF POPULATION |
|--------------------|------------------------|-------------|---------------------------|
| Alaskan | 9,339 | 1,098 | 11.8 |
| Central | 16,095 | 2,263 | 14.1 |
| Eastern | 30,817 | 4,003 | 13.0 |
| Great Lakes | 47,424 | 4,327 | 9.1 |
| New England | 10,513 | 2,262 | 21.5 |
| Northwest Mountain | 27,319 | 3,469 | 12.7 |
| Southern | 41,365 | 4,414 | 10.7 |
| Southwestern | 38,691 | 2,466 | 6.4 |
| Western-Pacific | 47,018 | 3,997 | 8.5 |
| TOTAL | 268,617* | 28,299 | 10.5 |

*Note: Column summations may differ from printed totals due to estimation procedures.

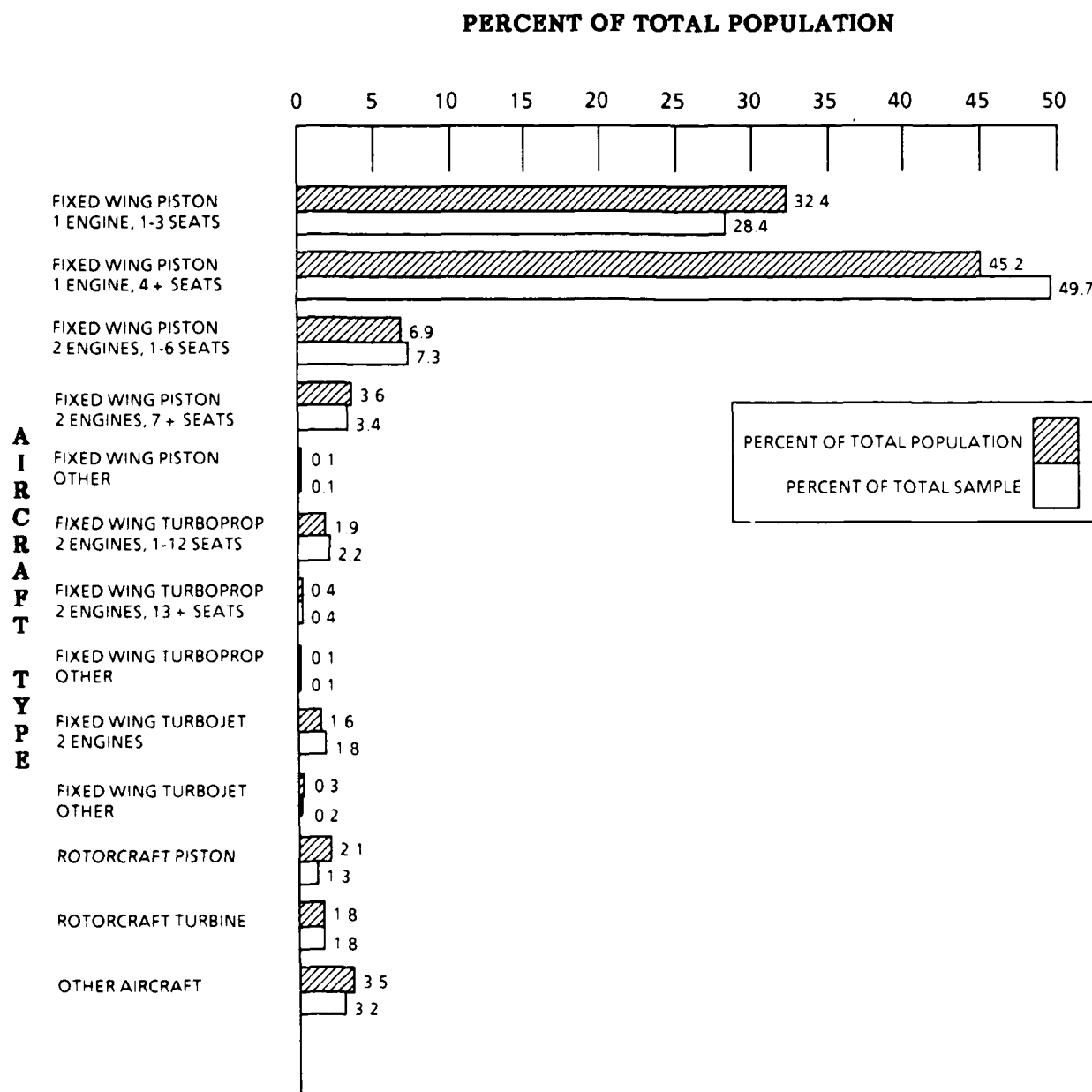


FIGURE B.1. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE

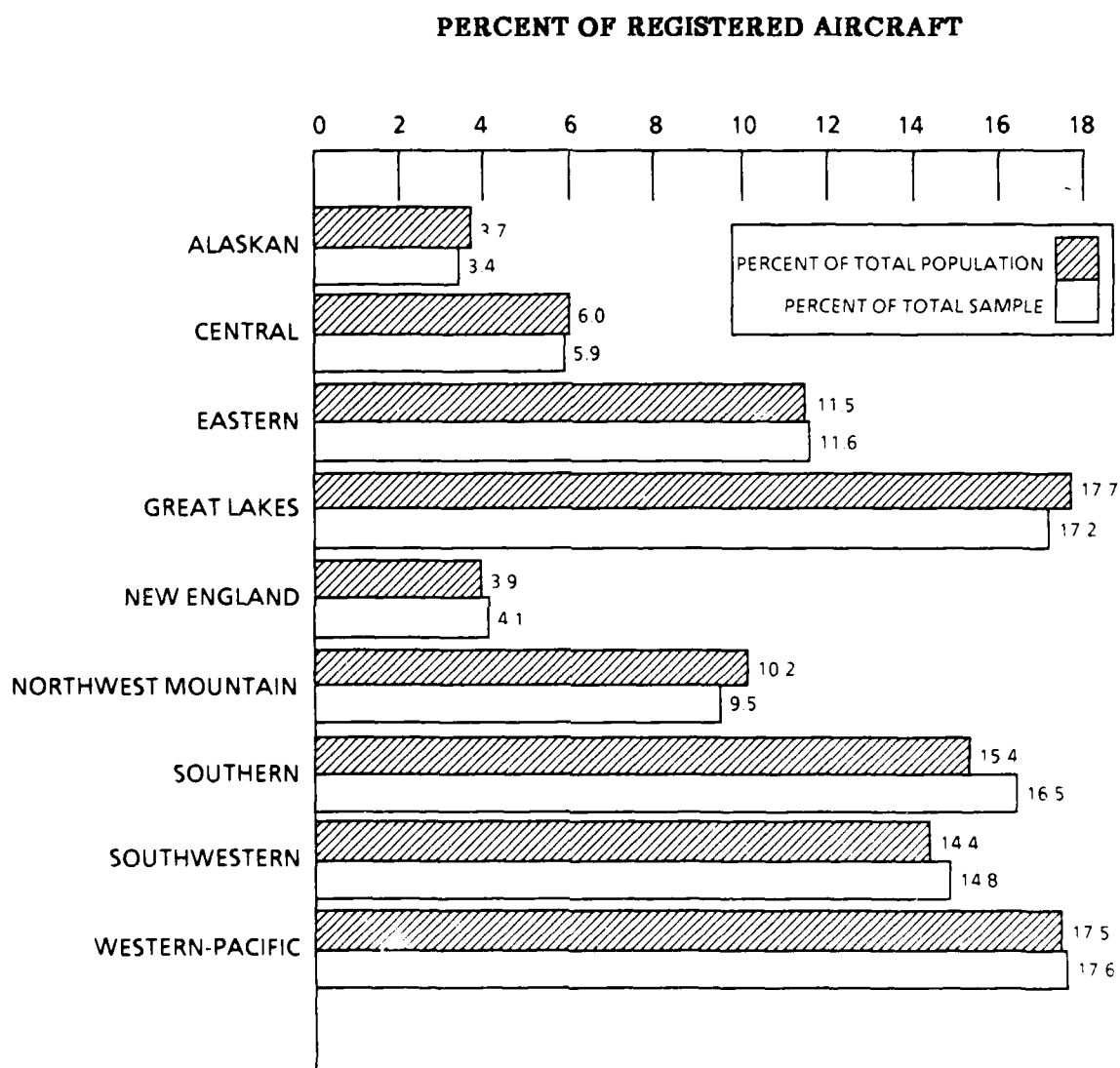


FIGURE B.2. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTION BY REGION OF REGISTERED AIRCRAFT

the sample frame represented by that aircraft. When all responses to the survey were tallied, each weight was adjusted according to the response rate for the cell, counting an aircraft for which no survey questions were answered as a non-respondent and an aircraft for which at least one question was answered as a respondent. The weight adjustment is described below:

- 1) Non-respondents' weights were changed to zero.
- 2) The weights of all responding aircraft were adjusted uniformly by dividing the initial weight by the response rate for the cell.

This method of weight adjustment has several attributes. It actually incorporates the response rates into the final weights and simplifies estimation procedures.

B.3 ERROR

Errors associated with estimates derived from sample survey results fall into two categories: sampling and non-sampling errors.¹ Sampling errors occur because the estimates are based on a sample -- not the entire population. Non-sampling errors arise from a number of sources such as non-response, inability or unwillingness of respondents to provide correct information, differences in interpretation of questions, mistakes in recording or coding the data obtained, and others. The following sections discuss the two types of errors.

B.3.1 Sampling Error

In a designed survey, the sampling error associated with an estimate is generally unknown, but a measurable quantity known as the standard error is often used as a guide to the magnitude of sampling error. The standard error measures the variation which would occur among the estimates from all possible samples of the same design from the same population. It thus measures the precision with which an estimate approximates the average result of all possible samples or the result of a survey in which all elements of the population were sampled.

Through sample design techniques, the statistician can control the sizes of standard errors on a few key variables, known as design variables, in the survey. In the General Aviation Activity and Avionics Survey, the design variables were the mean annual hours flown per aircraft by aircraft type, by aircraft manufacturer/model characteristics, and by state of aircraft registration. The sample was designed to produce standard errors on these variables at levels specified by the FAA. No controls were placed on the standard errors of the non-design variables.

Thus, every estimate resulting from a sample survey, whether it be for a design or non-design variable, has sampling error associated with it. The user of survey results must consider this error along with the point estimate itself when making inferences or drawing conclusions about the sample population. A large standard error relative to an estimate indicates lack of precision and, inversely, a small standard error indicates precision. To facilitate the comparison of estimates and their errors, the tables in Section 2 of this publication display standard errors for

¹Standards for Discussion and Presentation of Errors in Data, U.S. Department of Commerce, Bureau of the Census, (Washington, DC, 1974), pp. 11-14.

all estimated quantities. In some cases, the tables contain the percent standard error, which is the standard error multiplied by 100 divided by the corresponding estimate. The paragraphs below explain the proper interpretation and use of the errors.

An estimate and its standard error make it possible to construct an interval estimate with prescribed confidence that the interval will include the average value of the estimate from all possible samples of the population. Table B-3 below shows selected interval widths and their corresponding confidence.

TABLE B-3. CONFIDENCE OF INTERVAL ESTIMATES

| WIDTH OF INTERVAL | APPROXIMATE CONFIDENCE THAT INTERVAL INCLUDES AVERAGE VALUE |
|-------------------|---|
| 1 Standard error | 68% |
| 2 Standard errors | 95% |
| 3 Standard errors | 99% |

As an example, from Table 2-6 a 95 percent confidence interval for the number of active rotorcraft with piston engines would be $2921 \pm 2(175)$ or (2571, 3271). One would say that the number of active rotorcraft with piston engines lies somewhere between 2571 and 3271 with 95 percent confidence.

B.3.2 Non-Sampling Error

Non-sampling error can be reduced through survey design, although the amount of reduction is difficult, if not impossible, to quantify in any given design. Nevertheless, through controlled experiments, various techniques have been identified which limit non-sampling error. Several of these techniques were incorporated into the design of the general aviation survey and are itemized below:

- A second mailing to non-respondents was conducted in addition to the original mailing to improve the response rate, since a low response rate is a major cause of non-sampling error. A total of 54.6 percent of those aircraft sampled responded to a least one question of the survey. The 1986 rate marks a decline over the 80 percent response achieved in 1977, the first year of the survey, and over the 63.7 percent response from the previous survey in which a third mailout was performed. A planned third survey for 1986 data was not performed because of lack of time. A planned third mailing in the next survey should help improve this figure. Other possible causes of the decrease include:
 - 1) The deterioration of the currency of aircraft owners' addresses in the Aircraft Registration Master File, the sample frame. This caused a

gradual increase in the percentage of questionnaires returned undelivered by the postmaster.

- 2) Repeated sampling of aircraft in 2 and possibly 3 or 4 successive years. Due to the design of the sample to achieve specified precision in estimates for states and manufacturer/model groups of aircraft, it is impossible to avoid sampling some of the same aircraft in consecutive years. Owners of such aircraft may have been less willing to respond in 1986 than in previous years.

Tables B-4 and B-5 show the response rates broken down by FAA region and aircraft type, respectively. Only one region, Alaskan, had a response rate lower than 50 percent, but this region represents only 3.4 percent of the fleet. Two aircraft types had response rates of less than 35 percent, fixed wing twin engine piston aircraft with seven or more seats, and the other piston group. These two groups, however, represent only 3.5 percent of the fleet.

- The survey questionnaire was designed and pre-tested to minimize misinterpretation of questions by the aircraft owners.
- To assure the owners of the confidentiality of their responses, the questionnaire cover letter informed them that the intended use of the responses was "only to produce summary statistics and not to disclose individual operations nor to make changes to your aircraft records."¹
- Comprehensive editing procedures insured the accuracy of the data transcription to machine readable form and the internal consistency of responses.
- The official and most accurate source of information available on the general aviation fleet, the FAA Aircraft Registration Master File, was used as the sampling frame.

¹See Appendix A.1.

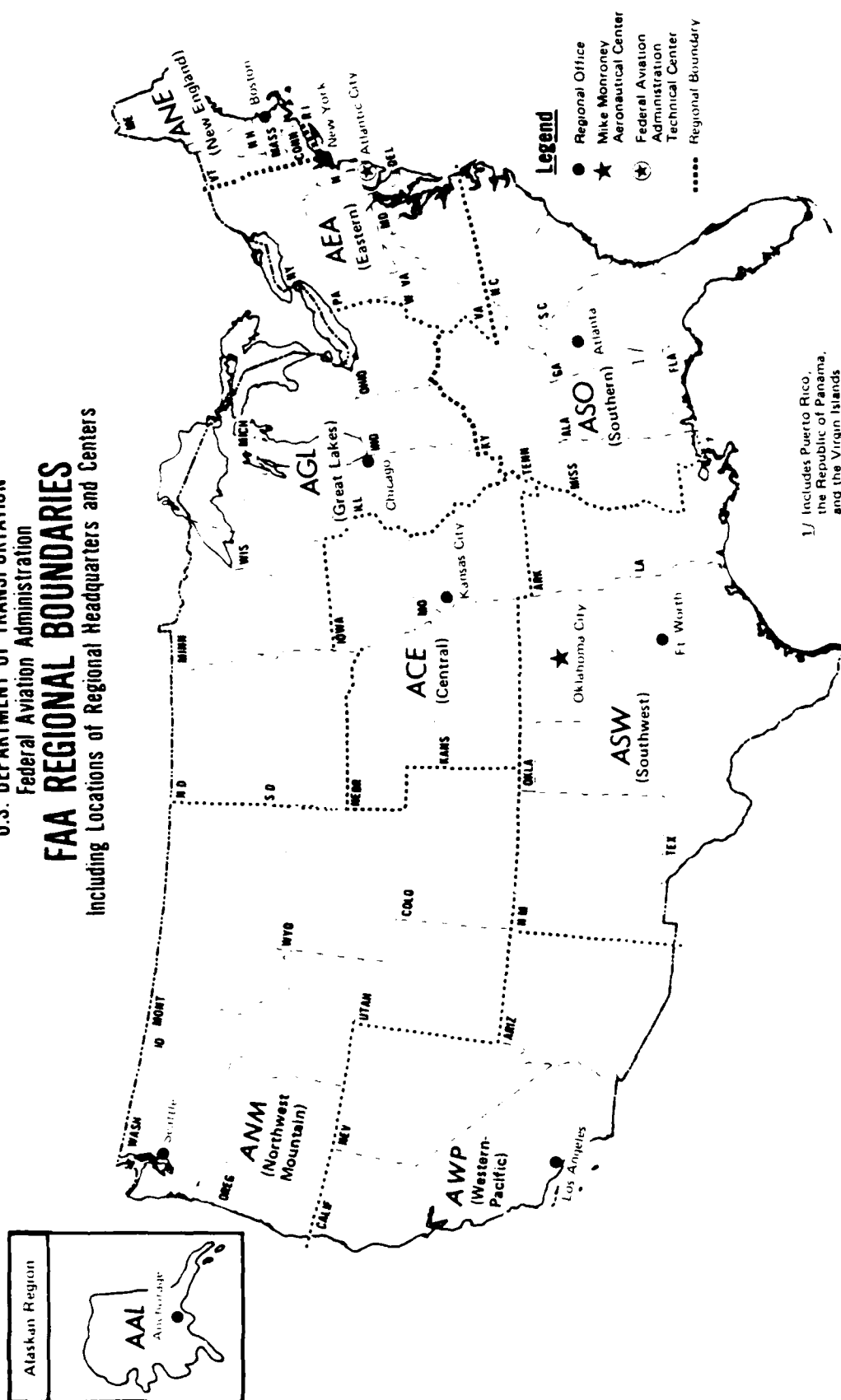
TABLE B-4. RESPONSE RATES BY REGION

| REGION | RESPONSE RATE (%) | REGION | RESPONSE RATE (%) |
|-------------|-------------------|--------------------|-------------------|
| Alaskan | 40.0 | New England | 53.2 |
| Central | 58.7 | Northwest Mountain | 51.7 |
| Eastern | 52.2 | Southern | 51.8 |
| Great Lakes | 59.1 | Western-Pacific | 51.0 |
| | | <hr/> TOTAL | <hr/> 52.9 |

TABLE B-5. RESPONSE RATES BY AIRCRAFT TYPE

| AIRCRAFT TYPE | RESPONSE RATE (%) | AIRCRAFT TYPE | RESPONSE RATE (%) |
|-----------------------|-------------------|---------------|-------------------|
| Fixed Wing | | | |
| Piston | | Turbojet | |
| 1 engine, 1-3 seats | 58.0 | 2 engines | 51.4 |
| 1 engine, 4+ seats | 57.4 | Other | 49.0 |
| 2 engines, 1-6 seats | 49.6 | | |
| 2 engines, 7+ seats | 34.4 | Rotorcraft | |
| Other | 30.9 | Piston | 45.1 |
| Turboprop | | Turbine | 40.4 |
| 2 engines, 1-12 seats | 49.6 | | |
| 2 engines, 13+ seats | 36.4 | Other | 53.7 |
| Other | 37.9 | <hr/> TOTAL | <hr/> 52.9 |

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
FAA REGIONAL BOUNDARIES
Including Locations of Regional Headquarters and Centers



APPENDIX D
SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES

THE FOLLOWING TABLE SHOWS THE CORRESPONDENCE BETWEEN THE SERVICE DIFFICULTY REPORTING (SDR) AIRCRAFT GROUP NAMES AND THE FAA AIRCRAFT MANUFACTURER/MODEL/SERIES (MMS) CODES AND APPEARS IN ALPHABETICAL ORDER BY SDR NAME. THE SDR NAMES COMBINE MMS CODES FOR AIRCRAFT OF SIMILAR DESIGN INTO GROUPS FOR ANALYTIC PURPOSES. THE TABLE CONTAINS ENTRIES FOR ALL THE SDR NAMES APPEARING IN SEVERAL OF THE TABLES IN THE BODY OF THIS REPORT.

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES

| SDR | FAA | SDR | FAA | SDR | FAA |
|--------------|---------|--------------|---------|--------------|---------|
| ADAMS A50S | 0050101 | AMERANS56 | 0580104 | AMTRMSF85 | 05613KQ |
| ADAMS A50S | 0050103 | AMERAPPILGRM | 0620104 | AMTRNANORD | 6380102 |
| ADAMS A50S | 0050105 | AMTR 3A | 05601BP | AMTRPAPUSHER | 05613KS |
| ADAMS AB | 0050100 | AMTR 850 | 0566042 | AMTRPEFLTSTR | 05644KB |
| ADAMSTT11 | 8950104 | AMTR A4C | 7710110 | AMTRPIAX3 | 05604T4 |
| AERORSJ2 | 5500604 | AMTR AA4 | 05637P8 | AMTRPIAX3 | 05604T8 |
| AEROSP262 | 6380502 | AMTR AN1 | 70401RZ | AMTRPIAX3 | 05604UQ |
| AEROSP262 | 6380524 | AMTR AOP | 0881210 | AMTRPIAX3 | 05637C2 |
| AEROSP262 | 6380526 | AMTR B10 | 0566605 | AMTRPIAX3 | 05637C9 |
| AEROSP360 | 8680662 | AMTR BIPE | 05601ZE | AMTRPIAX3 | 7001213 |
| AEROSP601 | 8680661 | AMTR BZR | 056134H | AMTRREPANTHR | 05676K6 |
| AEROSPAS355 | 8680805 | AMTR C2 | 0563781 | AMTRRUDEFINT | 0569021 |
| AEROSPAS355 | 8680806 | AMTR DK1 | 0564406 | AMTRSPAYBY | 86502M1 |
| AEROSPAS355 | 8680810 | AMTR DRFTR | 05675WR | AMTRSGF12 | 47008B1 |
| AEROSPATR42 | 8680920 | AMTR DS1 | 056136N | AMTRSGF9 | 4700216 |
| AEROSPAS316 | 8680207 | AMTR EASY2 | 0563804 | AMTRTCATAC | 05613GZ |
| AEROSPAS316 | 8680515 | AMTR GEM260 | 05613FX | AMTRTJMR1 | 05601F8 |
| AEROSPAS316 | 8680605 | AMTR H2 | 1301806 | AMTRVDOWL | 0562154 |
| AEROSPAS316 | 8680615 | AMTR HP11 | 0564752 | AMTRWAWAG | 05655TP |
| AEROSPAS319 | 8680607 | AMTR HUMMER | 0564475 | AMTRWTDFA | 9790161 |
| AEROSPAS365 | 8680669 | AMTR JM101 | 05601UN | AMTRXPCUBEAA | 05611B6 |
| AERPEGM100S | 0200506 | AMTR KNGCOB | 05613EB | ANDGRN14 | 0740102 |
| AERSPC377 | 0160208 | AMTR KV3 | 0560887 | ARACFTSPORT | 0840102 |
| AETNA 2SA | 0220102 | AMTR LGTHZR | 0564573 | ARACFTSPORT | 0840110 |
| AGUSTA205 | 1181414 | AMTR P51X | 1690462 | ARCRNEH37 | 8141617 |
| AGUSTA206AGS | 0260301 | AMTR REPDGA | 0566171 | ARCRNEH37 | 8142801 |
| AGUSTAA109 | 0260109 | AMTR RICE | 05601YQ | ARCTICS1A | 1850202 |
| AGUSTAA109 | 0260120 | AMTR RS15 | 05647AL | ARCTICS1A | 1850204 |
| AIRBLDPRNCX | 0320102 | AMTR S14 | 0566157 | ARCTICS1A | 1850206 |
| AIRBUS300 | 3930306 | AMTR SCMFRT | 056134R | ARCTICS1A | 1850208 |
| AIRMECA1 | 0400102 | AMTR SCPTR1 | 05613PE | ARCTICS1A | 1850210 |
| AIRMECA1 | 0400106 | AMTR SILUET | 05613FD | ARCTICS1A | 1850212 |
| AIRMECA1 | 0400108 | AMTR SKYSCT | 05613HH | ARCTICS1A | 1850216 |
| AIRMECA1 | 0400113 | AMTR SNOPIP | 05613FM | ARCTICS1B1 | 1850302 |
| AIRMECA1 | 0400302 | AMTR SNOOP2 | 05613DZ | ARCTICS1B1 | 1850308 |
| AIRPTSA | 0144202 | AMTR SPAD7 | 05608A7 | ARCTICS1B2 | 1850303 |
| AIRPTSA | 0144204 | AMTR SPTBPL | 05655D1 | ARMWHT650101 | 0820122 |
| AIRPTSA | 0144206 | AMTR TC2 | 056139R | AROCARAROCAR | 0100102 |
| AIRPTSA | 1850102 | AMTR TMK | 4220120 | AROCARAROCAR | 0100104 |
| AIRPTSA | 1850104 | AMTR VAN | 0561383 | ARONCA15 | 0191202 |
| AIRPTSA | 1850106 | AMTR W11 | 05653C6 | ARONCA15 | 0191204 |
| AIRPTSA | 1850108 | AMTR WD6 | 056013R | ARONCA58 | 0191002 |
| AIRPTSA | 1850110 | AMTR WODSTK | 05647Y3 | ARONCA58 | 0191006 |
| AIRPTSA | 1850112 | AMTR XTC | 9570728 | ARONCA58 | 0191008 |
| AIRPTSA | 1850114 | AMTR ZIA | 0130240 | ARONCA58 | 0191010 |
| AIRPTSA | 1850118 | AMTR ZPYSP | 05646BN | ARONCA65 | 0190802 |
| AIRPTSA | 1850120 | AMTR ZUNI | 0130202 | ARONCA65 | 0190902 |
| AIRPTSA | 1850122 | AMTR ZUNI | 0130230 | ARONCA65 | 0190906 |
| AIRPTSA | 4570620 | AMTRAABBYACE | 00301CD | ARONCA65 | 0190908 |
| AIRPTSA | 4570624 | AMTRAABBYACE | 0030537 | ARONCA65 | 0190910 |
| AIRSPC18 | 0440104 | AMTRAIPXIE | 0564215 | ARONCA65 | 0190914 |
| AIRTRCAT300 | 0390101 | AMTRASSTRIT | 05613UQ | ARONCA65 | 0190918 |
| AIRTRCAT300 | 0390103 | AMTRATFALCXP | 05658MR | ARONCA65 | 0191016 |
| AIRTRCAT300 | 0390104 | AMTRAV400 | 05613EU | ARONCAC2 | 0190102 |
| AIRTRCAT400 | 0390202 | AMTRBA1918 | 05611CH | ARONCAC2 | 0190104 |
| AIRTRCAT400 | 0390203 | AMTRBIWT11 | 05613LA | ARONCAC3 | 0190302 |
| ALCAIRARGO | 0530102 | AMTRBSCONCPT | 1240104 | ARONCAC3 | 0190304 |
| AMD FALC10 | 2730101 | AMTRBTBARNET | 05602VE | ARONCAF | 0190702 |
| AMD FALC20 | 2720302 | AMTRCZCOZY | 05613R8 | ARONCALB | 0190604 |
| AMD FALC20 | 2720304 | AMTRDFKITFOX | 05613LZ | ARONCALC | 0190606 |
| AMD FALC20 | 2720306 | AMTRDNBD2 | 05601GX | ARONCAM | 0190504 |
| AMD FALC20 | 2730103 | AMTREWEA230 | 05613LX | AUGSBUK630 | 05604MR |
| AMD FALC20 | 2730150 | AMTRGTT51 | 05663CK | AVIANWCLIPPR | 0900108 |
| AMD FALC50 | 2730106 | AMTRJBBRIANS | 05613BR | AVIANWFALCON | 0900102 |
| AMEGLEEAGLET | 0650102 | AMTRJCCURLES | 05675SP | AVIANWMAGNUM | 0900110 |
| AMEGLEEAGLET | 0650104 | AMTRKCKRIST | 05613LK | AVIANWSKYHWK | 0900104 |
| AMEGLEEAGLET | 0650106 | AMTRLASPEC | 05601SU | AYRES S2 | 0143006 |
| AMEGLEEAGLET | 0650108 | AMTRMFF2 | 0562581 | AYRES S2 | 0143010 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL
CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|--------------|---------|------------|---------|-----------|---------|
| AYRES S2 | 0143012 | BBAVIA7 | 21101PN | BEECH 23 | 1151212 |
| AYRES S2 | 0143022 | BBAVIA7 | 21101PT | BEECH 23 | 1151214 |
| AYRES S2 | 0970100 | BBAVIA7 | 21101PY | BEECH 23 | 1151215 |
| AYRES S2 | 0970101 | BBAVIA8 | 1220803 | BEECH 23 | 1151216 |
| AYRES S2 | 0970105 | BBAVIA8 | 2110612 | BEECH 23 | 1151226 |
| AYRES S2 | 0970106 | BCRAFTHB | 1110102 | BEECH 23 | 1151240 |
| AYRES S2 | 0970107 | BEAGLE121 | 1120424 | BEECH 23 | 1151242 |
| AYRES S2 | 0970202 | BEAGLE121 | 1120425 | BEECH 23 | 1151250 |
| AYRES S2 | 0970210 | BEECH 100 | 1152915 | BEECH 23 | 1151252 |
| AYRES S2 | 0970215 | BEECH 100 | 1152916 | BEECH 23 | 1151253 |
| AYRES S2 | 7630202 | BEECH 100 | 1152919 | BEECH 23 | 1151254 |
| AYRES S2 | 7630203 | BEECH 1074 | 1151606 | BEECH 300 | 1152930 |
| AYRES S2 | 7630303 | BEECH 17 | 1150504 | BEECH 33 | 1151402 |
| AYRES S2 | 8380202 | BEECH 17 | 1150508 | BEECH 33 | 1151404 |
| AYRES S2 | 8380204 | BEECH 17 | 1150512 | BEECH 33 | 1151406 |
| AYRES S2 | 8380206 | BEECH 17 | 1150518 | BEECH 33 | 1151408 |
| AYRES S2 | 8380302 | BEECH 17 | 1150524 | BEECH 33 | 1151410 |
| AYRES S2 | 8380306 | BEECH 17 | 1150530 | BEECH 33 | 1151422 |
| BAC 111 | 1480202 | BEECH 17 | 1150534 | BEECH 33 | 1151423 |
| BAC 111 | 1480204 | BEECH 17 | 1150538 | BEECH 33 | 1151424 |
| BAC 111 | 1480208 | BEECH 17 | 1150550 | BEECH 33 | 1151425 |
| BAC 111 | 1480210 | BEECH 17 | 1150554 | BEECH 33 | 1151432 |
| BAC 111 | 1480218 | BEECH 17 | 1150556 | BEECH 33 | 1151434 |
| BAC 111 | 1480268 | BEECH 17 | 1150558 | BEECH 33 | 1151435 |
| BAC 111 | 1480273 | BEECH 17 | 1150564 | BEECH 35 | 1151502 |
| BAC 111 | 1480277 | BEECH 18 | 1150202 | BEECH 35 | 1151504 |
| BAC 111 | 1480280 | BEECH 18 | 1150204 | BEECH 35 | 1151506 |
| BAC 111 | 1480283 | BEECH 18 | 1150702 | BEECH 35 | 1151508 |
| BAC 146 | 1500260 | BEECH 18 | 1150902 | BEECH 35 | 1151510 |
| BAC 146 | 1500266 | BEECH 18 | 1150904 | BEECH 35 | 1151512 |
| BAG B206 | 1121223 | BEECH 18 | 1150909 | BEECH 35 | 1151514 |
| BAG B206 | 1121224 | BEECH 18 | 1150911 | BEECH 35 | 1151516 |
| BAG DH125 | 4230170 | BEECH 18 | 1150912 | BEECH 35 | 1151518 |
| BAG JETSTM | 1500215 | BEECH 18 | 1150913 | BEECH 35 | 1151520 |
| BALWKSFIREFY | 1050100 | BEECH 18 | 1151001 | BEECH 35 | 1151522 |
| BALWKSFIREFY | 1050101 | BEECH 18 | 1151004 | BEECH 35 | 1151524 |
| BALWKSFIREFY | 1050103 | BEECH 18 | 1151006 | BEECH 35 | 1151526 |
| BALWKSFIREFY | 1050104 | BEECH 18 | 1151007 | BEECH 35 | 1151528 |
| BALWKSFIREFY | 1050107 | BEECH 18 | 1151008 | BEECH 35 | 1151530 |
| BALWKSFIREFY | 1050109 | BEECH 18 | 1151010 | BEECH 35 | 1151532 |
| BALWKSFIREFY | 1050110 | BEECH 18 | 1151011 | BEECH 35 | 1151538 |
| BALWKSFIREFY | 10501A9 | BEECH 18 | 1151012 | BEECH 35 | 1151544 |
| BARNADD31 | 1030104 | BEECH 18 | 1151013 | BEECH 35 | 1151546 |
| BARTLTLC13 | 1050102 | BEECH 18 | 1151014 | BEECH 35 | 1151548 |
| BBAVIA11 | 0191102 | BEECH 18 | 1151016 | BEECH 36 | 1151602 |
| BBAVIA11 | 0191104 | BEECH 13 | 1151018 | BEECH 36 | 1151603 |
| BBAVIA11 | 0191106 | BEECH 18 | 1151019 | BEECH 36 | 1151604 |
| BBAVIA11 | 0191108 | BEECH 18 | 1151020 | BEECH 36 | 1151605 |
| BBAVIA11 | 0191112 | BEECH 18 | 1151021 | BEECH 36 | 1151607 |
| BBAVIA11 | 9140404 | BEECH 18 | 1151022 | BEECH 36 | 1151609 |
| BBAVIA402 | 2110204 | BEECH 18 | 1151023 | BEECH 45 | 1152002 |
| BBAVIA7 | 2110102 | BEECH 18 | 1151024 | BEECH 45 | 1152006 |
| BBAVIA7 | 2110106 | BEECH 18 | 1151026 | BEECH 45 | 1152008 |
| BBAVIA7 | 2110108 | BEECH 18 | 1151040 | BEECH 45 | 1152010 |
| BBAVIA7 | 2110116 | BEECH 18 | 1151042 | BEECH 45 | 1152012 |
| BBAVIA7 | 2110120 | BEECH 18 | 1151044 | BEECH 45 | 1152013 |
| BBAVIA7 | 2110124 | BEECH 1900 | 1154160 | BEECH 45 | 1152014 |
| BBAVIA7 | 2110126 | BEECH 1900 | 1154161 | BEECH 50 | 1152502 |
| BBAVIA7 | 2110130 | BEECH 200 | 1152920 | BEECH 50 | 1152506 |
| BBAVIA7 | 21101MW | BEECH 200 | 1152921 | BEECH 50 | 1152510 |
| BBAVIA7 | 21101N8 | BEECH 200 | 1152922 | BEECH 50 | 1152512 |
| BBAVIA7 | 21101NG | BEECH 200 | 1152924 | BEECH 50 | 1152516 |
| BBAVIA7 | 21101NN | BEECH 200 | 1152926 | BEECH 50 | 1152518 |
| BBAVIA7 | 21101NS | BEECH 200 | 1152928 | BEECH 50 | 1152520 |
| BBAVIA7 | 21101P3 | BEECH 23 | 1151202 | BEECH 50 | 1152522 |
| BBAVIA7 | 21101PH | BEECH 23 | 1151204 | BEECH 50 | 1152524 |
| BBAVIA7 | 21101PK | BEECH 23 | 1151208 | BEECH 50 | 1152526 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|----------|---------|----------|---------|------------|---------|
| BEECH 50 | 1152530 | BELL 222 | 1182124 | BELL 47 | 8930105 |
| BEECH 50 | 1152532 | BELL 222 | 1182140 | BELL OH13H | 2390204 |
| BEECH 50 | 1152534 | BELL 412 | 1182202 | BELL P63 | 1180202 |
| BEECH 50 | 1152536 | BELL 47 | 1180604 | BELL P63 | 1180204 |
| BEECH 55 | 1152702 | BELL 47 | 1180606 | BELL 204 | 1181402 |
| BEECH 55 | 1152704 | BELL 47 | 1180702 | BIMONDCB1 | 2370152 |
| BEECH 55 | 1152706 | BELL 47 | 1180802 | BLANCA11 | 0191110 |
| BEECH 55 | 1152708 | BELL 47 | 1180808 | BLANCA1412 | 1200902 |
| BEECH 55 | 1152729 | BELL 47 | 1180809 | BLANCA1413 | 1201002 |
| BEECH 55 | 1152730 | BELL 47 | 1180810 | BLANCA1413 | 1201004 |
| BEECH 55 | 1152732 | BELL 47 | 1180813 | BLANCA1413 | 1201006 |
| BEECH 56 | 1152736 | BELL 47 | 1180816 | BLANCA1419 | 1220402 |
| BEECH 56 | 1152738 | BELL 47 | 1180820 | BLANCA1419 | 1220404 |
| BEECH 58 | 1152740 | BELL 47 | 1180822 | BLANCA1419 | 1220406 |
| BEECH 58 | 1152744 | BELL 47 | 1180843 | BLANCA1419 | 1220408 |
| BEECH 58 | 1152746 | BELL 47 | 1180844 | BLANCA1419 | 3080102 |
| BEECH 60 | 1153602 | BELL 47 | 1180845 | BLANCA1419 | 3080104 |
| BEECH 60 | 1153604 | BELL 47 | 118084C | BLANCA1419 | 3080106 |
| BEECH 60 | 1153605 | BELL 47 | 118084G | BLANCA1419 | 3080108 |
| BEECH 65 | 1152802 | BELL 47 | 118084P | BLANCA1419 | 3080112 |
| BEECH 65 | 1152803 | BELL 47 | 118084R | BLANCA1419 | 3080114 |
| BEECH 65 | 1152805 | BELL 47 | 118084V | BLANCA1419 | 3080116 |
| BEECH 76 | 1153005 | BELL 47 | 1180904 | BLANCA1419 | 3080118 |
| BEECH 77 | 1153007 | BELL 47 | 1181001 | BLANCA1419 | 3080122 |
| BEECH 80 | 1152806 | BELL 47 | 1181002 | BLANCA1419 | 3080124 |
| BEECH 80 | 1152807 | BELL 47 | 1181003 | BLANCA1419 | 3080126 |
| BEECH 80 | 1152808 | BELL 47 | 1181005 | BLANCA1419 | 3080128 |
| BEECH 80 | 1152809 | BELL 47 | 1181006 | BLANCA1419 | 4580806 |
| BEECH 80 | 1152812 | BELL 47 | 1181008 | BLANCA1419 | 4580808 |
| BEECH 90 | 1152904 | BELL 47 | 118100V | BLANCA149 | 1200802 |
| BEECH 90 | 1152908 | BELL 47 | 1181010 | BLANCA149 | 1200804 |
| BEECH 90 | 1152909 | BELL 47 | 1181011 | BLANCA17 | 1220432 |
| BEECH 90 | 1152912 | BELL 47 | 1181012 | BLANCA17 | 1220433 |
| BEECH 90 | 1152913 | BELL 47 | 1181013 | BLANCA17 | 1220434 |
| BEECH 90 | 1152914 | BELL 47 | 1181014 | BLANCA17 | 1220435 |
| BEECH 95 | 1153402 | BELL 47 | 1181023 | BLANCA17 | 1220436 |
| BEECH 95 | 1153404 | BELL 47 | 1181024 | BLANCA17 | 1220437 |
| BEECH 95 | 1153406 | BELL 47 | 1181025 | BLANCA51 | 0740151 |
| BEECH 95 | 1153408 | BELL 47 | 1181026 | BLANCA51 | 1225051 |
| BEECH 95 | 1153410 | BELL 47 | 1181027 | BLANCA7 | 1220438 |
| BEECH 99 | 1154002 | BELL 47 | 1181028 | BLANCA7 | 1220460 |
| BEECH 99 | 1154003 | BELL 47 | 1181029 | BLANCA7 | 1220501 |
| BEECH 99 | 1154004 | BELL 47 | 1181030 | BLANCA7 | 1220601 |
| BEECH 99 | 1154006 | BELL 47 | 1181031 | BLANCA7 | 1220701 |
| BELL 204 | 1181401 | BELL 47 | 1181032 | BLANCA7 | 2110104 |
| BELL 204 | 1181404 | BELL 47 | 1181033 | BLANCA7 | 2110110 |
| BELL 204 | 1181405 | BELL 47 | 1181034 | BLANCA7 | 2110112 |
| BELL 204 | 1181407 | BELL 47 | 118103Z | BLANCA7 | 2110114 |
| BELL 204 | 1181408 | BELL 47 | 1181060 | BLANCA7 | 2110136 |
| BELL 204 | 1181410 | BELL 47 | 1181061 | BLANCA7 | 2110140 |
| BELL 204 | 1181411 | BELL 47 | 1181062 | BLANCA7 | 2110144 |
| BELL 204 | 118141M | BELL 47 | 1181063 | BLANCA7 | 2110148 |
| BELL 206 | 1181502 | BELL 47 | 1181065 | BLANCA7 | 2110150 |
| BELL 206 | 1181503 | BELL 47 | 1181066 | BLANCA7 | 2110154 |
| BELL 206 | 1181504 | BELL 47 | 1181068 | BLANCA7 | 2110158 |
| BELL 206 | 1181506 | BELL 47 | 1181069 | BLANCA7 | 2110160 |
| BELL 206 | 1181508 | BELL 47 | 1181071 | BLANCA7 | 2110162 |
| BELL 206 | 1181511 | BELL 47 | 1181102 | BLANCA7 | 2110164 |
| BELL 206 | 1181522 | BELL 47 | 1181104 | BLANCA7 | 2110166 |
| BELL 206 | 1181579 | BELL 47 | 1181106 | BLANCA7 | 2110168 |
| BELL 206 | 1182107 | BELL 47 | 1181202 | BLANCA7 | 2110170 |
| BELL 206 | 1182108 | BELL 47 | 1181310 | BLANCA7 | 2110172 |
| BELL 212 | 1181420 | BELL 47 | 2390101 | BLANCA7 | 21101MA |
| BELL 214 | 1182100 | BELL 47 | 2390202 | BLANCA7 | 21101ML |
| BELL 214 | 1182105 | BELL 47 | 2390301 | BLANCA7 | 21101N2 |
| BELL 214 | 1182106 | BELL 47 | 8930102 | BLANCA7 | 21101N7 |
| BELL 222 | 1182122 | BELL 47 | 8930103 | BLANCA7 | 21101NB |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|--------------|---------|-----------|---------|------------|---------|
| BLANCA7 | 21101NM | BOEING727 | 1384002 | BOEING737 | 1384610 |
| BLANCA7 | 21101NX | BOEING727 | 1384003 | BOEING737 | 1384611 |
| BLANCA7 | 21101PC | BOEING727 | 1384004 | BOEING737 | 1384647 |
| BLANCA8 | 1220801 | BOEING727 | 1384006 | BOEING737 | 1384670 |
| BLANCAPACMKR | 1200202 | BOEING727 | 1384008 | BOEING737 | 1384671 |
| BLANCAPACMKR | 1200702 | BOEING727 | 1384009 | BOEING747 | 1384802 |
| BLANCASKYRKT | 1200402 | BOEING727 | 138400C | BOEING747 | 1384807 |
| BLANCASKYRKT | 1200602 | BOEING727 | 138400E | BOEING747 | 1384810 |
| BNORM BN2 | 1520202 | BOEING727 | 138400F | BOEING747 | 1384813 |
| BNORM BN2 | 1520204 | BOEING727 | 138400H | BOEING747 | 1384818 |
| BNORM BN2 | 1520205 | BOEING727 | 138400K | BOEING747 | 1384828 |
| BNORM BN2 | 1520207 | BOEING727 | 1384010 | BOEING747 | 1384856 |
| BNORM BN2 | 1520209 | BOEING727 | 1384012 | BOEING747 | 1384866 |
| BNORM BN2 | 1520210 | BOEING727 | 1384014 | BOEING747 | 1384867 |
| BNORM BN2 | 1520215 | BOEING727 | 1384015 | BOEING747 | 1384871 |
| BNORM BN2 | 1520220 | BOEING727 | 1384016 | BOEING747 | 1384873 |
| BNORM BN2 | 1520221 | BOEING727 | 1384017 | BOEING747 | 1384886 |
| BNORM BN2 | 1520226 | BOEING727 | 1384018 | BOEING747 | 1384890 |
| BNORM BN2 | 1520227 | BOEING727 | 1384021 | BOEING747 | 1384892 |
| BNORM BN2 | 1520302 | BOEING727 | 1384025 | BOEING747 | 1384895 |
| BNORM BN2 | 1520350 | BOEING727 | 1384029 | BOEING747 | 1384896 |
| BNORM BN2 | 7080221 | BOEING727 | 1384035 | BOEING747 | 1384901 |
| BNORM BN2 | 7080227 | BOEING727 | 1384036 | BOEING747 | 1384903 |
| BNORM BN2MK3 | 1520203 | BOEING727 | 1384039 | BOEING747 | 1384920 |
| BNORM BN2MK3 | 1520208 | BOEING727 | 1384058 | BOEING747 | 1384932 |
| BOARD XJL1 | 2320104 | BOEING727 | 1384063 | BOEING75 | 1380102 |
| BOEING100 | 1381902 | BOEING727 | 1384074 | BOEING75 | 1380104 |
| BOEING107 | 9420602 | BOEING727 | 1384078 | BOEING75 | 1380106 |
| BOEING107 | 9420604 | BOEING727 | 138407E | BOEING75 | 1380108 |
| BOEING234 | 1385049 | BOEING727 | 138407N | BOEING75 | 1380112 |
| BOEING307 | 1381102 | BOEING727 | 138407R | BOEING75 | 1380116 |
| BOEING42 | 1385006 | BOEING727 | 1384080 | BOEING75 | 1380118 |
| BOEING42 | 9420102 | BOEING727 | 1384084 | BOEING75 | 1380120 |
| BOEING42 | 9420106 | BOEING727 | 138408A | BOEING75 | 1380122 |
| BOEING707 | 138360H | BOEING727 | 138408F | BOEING75 | 1380124 |
| BOEING707 | 138360T | BOEING727 | 138408J | BOEING75 | 1380131 |
| BOEING707 | 138361G | BOEING727 | 138408L | BOEING75 | 1380132 |
| BOEING707 | 1383640 | BOEING727 | 138408N | BOEING75 | 1380134 |
| BOEING707 | 138365B | BOEING727 | 138408X | BOEING75 | 1380136 |
| BOEING707 | 138365D | BOEING727 | 1384101 | BOEING75 | 1380137 |
| BOEING707 | 138365K | BOEING737 | 1384412 | BOEING75 | 1380138 |
| BOEING707 | 1383661 | BOEING737 | 1384453 | BOEING75 | 1380140 |
| BOEING707 | 1383668 | BOEING737 | 1384457 | BOEING75 | 1380142 |
| BOEING707 | 138366B | BOEING737 | 1384458 | BOEING75 | 1380144 |
| BOEING707 | 138366C | BOEING737 | 1384459 | BOEING75 | 1380146 |
| BOEING707 | 138366F | BOEING737 | 1384469 | BOEING75 | 1380148 |
| BOEING707 | 138366H | BOEING737 | 138446R | BOEING75 | 1380150 |
| BOEING707 | 138367A | BOEING737 | 1384472 | BOEING75 | 1380152 |
| BOEING707 | 138367B | BOEING737 | 1384473 | BOEING75 | 1380154 |
| BOEING707 | 138367D | BOEING737 | 1384475 | BOEING757 | 1384950 |
| BOEING707 | 138367E | BOEING737 | 1384479 | BOEING757 | 1384959 |
| BOEING707 | 138367F | BOEING737 | 1384480 | BOEING757 | 1384962 |
| BOEING707 | 138367J | BOEING737 | 1384482 | BOEING757 | 1384965 |
| BOEING707 | 138367K | BOEING737 | 1384485 | BOEING757 | 1384970 |
| BOEING707 | 138367L | BOEING737 | 138448B | BOEING767 | 1385123 |
| BOEING707 | 138367N | BOEING737 | 138448C | BOEINGB17 | 1380202 |
| BOEING707 | 138368D | BOEING737 | 138448D | BOEINGB17 | 1380204 |
| BOEING707 | 138368H | BOEING737 | 138448G | BOEINGC97 | 1381604 |
| BOEING720 | 1383810 | BOEING737 | 138448U | BOEINGC97 | 1381605 |
| BOEING720 | 1383818 | BOEING737 | 138448W | BOEINGC97 | 1381611 |
| BOEING720 | 1383822 | BOEING737 | 1384492 | BOEINGYL15 | 1380810 |
| BOEING720 | 1383826 | BOEING737 | 1384494 | BOEINXH47 | 4090202 |
| BOEING720 | 1383830 | BOEING737 | 1384552 | BOLKMS105 | 5626005 |
| BOEING720 | 1383857 | BOEING737 | 1384570 | BOLKMS105 | 5626006 |
| BOEING720 | 1383869 | BOEING737 | 1384582 | BOLKMS117 | 5626010 |
| BOEING720 | 1383877 | BOEING737 | 1384585 | BOLKMS117 | 5626015 |
| BOEING727 | 1380420 | BOEING737 | 1384600 | BOLKMS209 | 5626007 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|--------------|---------|-----------|---------|-----------|---------|
| BOLKOWJR | 1400202 | CESSNA150 | 2071828 | CESSNA182 | 2072735 |
| BRAER0748 | 1500248 | CESSNA150 | 2071830 | CESSNA182 | 2072736 |
| BRAER0DH125 | 1500205 | CESSNA150 | 2071831 | CESSNA182 | 2075802 |
| BRAER0DH125 | 1500285 | CESSNA150 | 2071835 | CESSNA182 | 2075806 |
| BRASOVIS28 | 4490102 | CESSNA150 | 2071836 | CESSNA182 | 2075814 |
| BRASOVIS29 | 4490106 | CESSNA170 | 2072302 | CESSNA182 | 2075816 |
| BRWSTRFLEE10 | 1462004 | CESSNA170 | 2072304 | CESSNA185 | 2072802 |
| BRWSTRFLEET1 | 1461104 | CESSNA170 | 2072306 | CESSNA185 | 2072804 |
| BRWSTRFLEET2 | 1461202 | CESSNA172 | 2072202 | CESSNA185 | 2072806 |
| BRWSTRFLEET2 | 1461204 | CESSNA172 | 2072402 | CESSNA185 | 2072808 |
| BRWSTRFLEET7 | 1461502 | CESSNA172 | 2072404 | CESSNA185 | 2072812 |
| BRWSTRFLEET7 | 1461504 | CESSNA172 | 2072406 | CESSNA185 | 2072816 |
| BRWSTRFLEET7 | 1461512 | CESSNA172 | 2072408 | CESSNA185 | 2072818 |
| BRWSTRFLEET8 | 1461802 | CESSNA172 | 2072410 | CESSNA185 | 2072820 |
| BRWSTRFLEET8 | 1461804 | CESSNA172 | 2072412 | CESSNA185 | 2072821 |
| BRWSTRFLEET9 | 1461902 | CESSNA172 | 2072413 | CESSNA188 | 2073002 |
| BUHL CA3 | 1650302 | CESSNA172 | 2072414 | CESSNA188 | 2073004 |
| BUHL LA1 | 1651002 | CESSNA172 | 2072416 | CESSNA188 | 2073005 |
| BUKER 131 | 1590104 | CESSNA172 | 2072418 | CESSNA188 | 2073006 |
| BUKER 131 | 1590114 | CESSNA172 | 2072420 | CESSNA188 | 2073007 |
| BUKER 133 | 1590326 | CESSNA172 | 2072421 | CESSNA188 | 2073008 |
| BURNS BA42 | 05601D3 | CESSNA172 | 2072424 | CESSNA188 | 2073010 |
| BUSHMS2000 | 0350406 | CESSNA172 | 2072426 | CESSNA188 | 2073011 |
| BUTLERBHWK | 1720102 | CESSNA172 | 2072429 | CESSNA188 | 2073012 |
| CAMAIR480 | 1890102 | CESSNA172 | 2072430 | CESSNA190 | 2072902 |
| CAMROND50 | 1880114 | CESSNA172 | 2072431 | CESSNA195 | 2073102 |
| CAMRONMODELN | 1880245 | CESSNA172 | 2072432 | CESSNA195 | 2073106 |
| CAMRONMODELO | 1880104 | CESSNA172 | 2072434 | CESSNA195 | 2073108 |
| CAMRONMODELO | 1880106 | CESSNA172 | 2072436 | CESSNA195 | 2073110 |
| CAMRONMODELO | 1880108 | CESSNA172 | 2072437 | CESSNA195 | 2073112 |
| CAMRONMODELO | 1880110 | CESSNA172 | 2072438 | CESSNA205 | 2073202 |
| CAMRONMODELO | 1880112 | CESSNA175 | 2072502 | CESSNA205 | 2073204 |
| CAMRONMODELO | 1880113 | CESSNA175 | 2072504 | CESSNA206 | 2073302 |
| CAMRONMODELO | 1880120 | CESSNA175 | 2072506 | CESSNA206 | 2073304 |
| CAMRONMODELO | 1880122 | CESSNA175 | 2072508 | CESSNA206 | 2073306 |
| CAMRONMODELO | 1880201 | CESSNA177 | 2073704 | CESSNA206 | 2073308 |
| CAMRONMODELO | 1880202 | CESSNA177 | 2073706 | CESSNA206 | 2073309 |
| CAMRONMODELO | 1880203 | CESSNA177 | 2073708 | CESSNA206 | 2073310 |
| CAMRONMODELO | 1880204 | CESSNA177 | 2073709 | CESSNA206 | 2073311 |
| CAMRONMODELO | 1880205 | CESSNA180 | 2072602 | CESSNA206 | 2073312 |
| CAMRONMODELO | 1880225 | CESSNA180 | 2072604 | CESSNA206 | 2073313 |
| CARMAMM200 | 1981008 | CESSNA180 | 2072606 | CESSNA206 | 2073316 |
| CASA C212 | 2410200 | CESSNA180 | 2072608 | CESSNA206 | 2073318 |
| CASA C212 | 2410202 | CESSNA180 | 2072610 | CESSNA206 | 2073322 |
| CASA C212 | 2410204 | CESSNA180 | 2072612 | CESSNA206 | 2073324 |
| CASA C212 | 2410302 | CESSNA180 | 2072614 | CESSNA206 | 2073332 |
| CASA C212 | 2410304 | CESSNA180 | 2072616 | CESSNA206 | 2073333 |
| CCOPTR47BELL | 2390303 | CESSNA180 | 2072618 | CESSNA206 | 2073334 |
| CCOPTR47BELL | 2390304 | CESSNA180 | 2072622 | CESSNA206 | 2073338 |
| CCOPTR47BELL | 2390305 | CESSNA180 | 2072624 | CESSNA206 | 2073340 |
| CENTRL26 | 0180604 | CESSNA182 | 2072702 | CESSNA206 | 2073342 |
| CESSNA120 | 2071402 | CESSNA182 | 2072704 | CESSNA206 | 2073344 |
| CESSNA140 | 2071602 | CESSNA182 | 2072706 | CESSNA206 | 2073346 |
| CESSNA140 | 2071604 | CESSNA182 | 2072708 | CESSNA206 | 2073348 |
| CESSNA150 | 2071802 | CESSNA182 | 2072710 | CESSNA206 | 2073350 |
| CESSNA150 | 2071804 | CESSNA182 | 2072712 | CESSNA206 | 2073352 |
| CESSNA150 | 2071806 | CESSNA182 | 2072714 | CESSNA206 | 2073353 |
| CESSNA150 | 2071808 | CESSNA182 | 2072716 | CESSNA206 | 2073356 |
| CESSNA150 | 2071810 | CESSNA182 | 2072718 | CESSNA206 | 2073357 |
| CESSNA150 | 2071812 | CESSNA182 | 2072722 | CESSNA207 | 2073602 |
| CESSNA150 | 2071814 | CESSNA182 | 2072724 | CESSNA207 | 2073604 |
| CESSNA150 | 2071816 | CESSNA182 | 2072726 | CESSNA207 | 2073612 |
| CESSNA150 | 2071818 | CESSNA182 | 2072728 | CESSNA207 | 2073614 |
| CESSNA150 | 2071820 | CESSNA182 | 2072730 | CESSNA208 | 2073702 |
| CESSNA150 | 2071822 | CESSNA182 | 2072731 | CESSNA208 | 2073703 |
| CESSNA150 | 2071824 | CESSNA182 | 2072732 | CESSNA210 | 2073402 |
| CESSNA150 | 2071826 | CESSNA182 | 2072734 | CESSNA210 | 2073404 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL
CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|-----------|---------|------------|---------|--------------|---------|
| CESSNA210 | 2073406 | CESSNA320 | 2074516 | CLARK 12 | 2230302 |
| CESSNA210 | 2073408 | CESSNA325 | 2074802 | CNDAIRCL44 | 1900102 |
| CESSNA210 | 2073410 | CESSNA335 | 2075601 | CNDAIRCL600 | 1900302 |
| CESSNA210 | 2073412 | CESSNA336 | 2075602 | CNDAIRCL600 | 1900304 |
| CESSNA210 | 2073414 | CESSNA337 | 2075702 | CNTRAR101 | 1990102 |
| CESSNA210 | 2073416 | CESSNA337 | 2075704 | CNTRAR101 | 1990104 |
| CESSNA210 | 2073418 | CESSNA337 | 2075706 | COAIRE3C | 2350102 |
| CESSNA210 | 2073422 | CESSNA337 | 2075707 | COAIRE3C | 2350104 |
| CESSNA210 | 2073430 | CESSNA337 | 2075712 | COAIRE3C | 2350106 |
| CESSNA210 | 2073432 | CESSNA337 | 2075714 | COAIRE5C | 2350202 |
| CESSNA210 | 2073436 | CESSNA337 | 2075717 | COLT 240A | 2300180 |
| CESSNA210 | 2073438 | CESSNA337 | 2075719 | COLT 77A | 2300102 |
| CESSNA210 | 2073439 | CESSNA337 | 2075721 | COMWTH175 | 2370402 |
| CESSNA210 | 2073440 | CESSNA337 | 2075723 | COMWTH180 | 2370502 |
| CESSNA210 | 2073446 | CESSNA337 | 2075724 | COMWTH180 | 2370504 |
| CESSNA210 | 2073447 | CESSNA337 | 2075725 | COMWTH185 | 2370602 |
| CESSNA210 | 2073448 | CESSNA337 | 2075726 | COMWTH185 | 2370604 |
| CESSNA210 | 2073449 | CESSNA337 | 2075727 | COMWTH185 | 2370608 |
| CESSNA210 | 2073450 | CESSNA337 | 2075730 | COMWTH190 | 2370704 |
| CESSNA210 | 2073451 | CESSNA337 | 2075731 | COMWTH7000 | 2371206 |
| CESSNA210 | 2073453 | CESSNA337 | 2075732 | COMWTH9000 | 2371422 |
| CESSNA210 | 2073454 | CESSNA337 | 2075733 | CONAERC1 | 5110102 |
| CESSNA210 | 2073455 | CESSNA340 | 2076404 | CONAERC2 | 5110202 |
| CESSNA210 | 2073456 | CESSNA340 | 2076405 | CONAERLA4 | 2400102 |
| CESSNA210 | 2073459 | CESSNA401 | 207590C | CONAERLA4 | 2400108 |
| CESSNA303 | 2073820 | CESSNA401 | 207590D | CONAERLA4 | 5110302 |
| CESSNA305 | 2073902 | CESSNA401 | 207590E | CONAERLA4 | 5110304 |
| CESSNA305 | 2074002 | CESSNA402 | 207590K | CONAERLA4 | 5110306 |
| CESSNA305 | 2074003 | CESSNA402 | 207590L | CONAERLA4 | 5110310 |
| CESSNA305 | 2074004 | CESSNA402 | 207590M | CONAERLA4 | 5110312 |
| CESSNA305 | 2074005 | CESSNA402 | 207590P | CONAERLA4 | 5110320 |
| CESSNA305 | 2074006 | CESSNA402 | 207590R | CORCRNGLIDER | 2480122 |
| CESSNA305 | 2074008 | CESSNA404 | 2075901 | CORCRNGLIDER | 2480126 |
| CESSNA305 | 2074014 | CESSNA411 | 2075902 | CUNHAMPT6 | 2580104 |
| CESSNA305 | 2074016 | CESSNA411 | 2075904 | CURTIS22 | 2620202 |
| CESSNA305 | 2074018 | CESSNA414 | 2075907 | CURTISC46 | 2622601 |
| CESSNA305 | 2074028 | CESSNA414 | 2075908 | CURTISC46 | 2622602 |
| CESSNA305 | 2074030 | CESSNA421 | 2076010 | CURTISC46 | 2622604 |
| CESSNA310 | 2074202 | CESSNA421 | 2076012 | CURTISC46 | 2622608 |
| CESSNA310 | 2074204 | CESSNA421 | 2076014 | CURTISC46 | 2622610 |
| CESSNA310 | 2074206 | CESSNA421 | 2076016 | CURTISC46 | 2622701 |
| CESSNA310 | 2074208 | CESSNA425 | 2076018 | CURTISC46 | 2622702 |
| CESSNA310 | 2074210 | CESSNA441 | 2076020 | CURTISC46 | 2622708 |
| CESSNA310 | 2074212 | CESSNA500 | 2076602 | CURTISFLGLNG | 2620302 |
| CESSNA310 | 2074214 | CESSNA500 | 2076604 | CURTISJN4D | 2620604 |
| CESSNA310 | 2074216 | CESSNA500 | 2076606 | CURTISJR | 2620502 |
| CESSNA310 | 2074218 | CESSNA500 | 2076607 | CURTISO52 | 2622002 |
| CESSNA310 | 2074220 | CESSNA501 | 2076605 | CURTISP40 | 2622202 |
| CESSNA310 | 2074222 | CESSNA650 | 2076802 | CURTISP40 | 2622203 |
| CESSNA310 | 2074224 | CESSNA650 | 2070502 | CURTISP40 | 2622206 |
| CESSNA310 | 2074226 | CESSNAT303 | 2073803 | CURTISROBIN | 2620802 |
| CESSNA310 | 2074228 | CESSNAT37 | 2074321 | CURTISROBIN | 2620806 |
| CESSNA310 | 2074230 | CESSNAT50 | 2071302 | CURTISROBIN | 2620808 |
| CESSNA310 | 2074234 | CESSNAT50 | 2071306 | CURTISROBIN | 2620812 |
| CESSNA310 | 2074238 | CESSNAT50 | 2071308 | CURTISSEDAN | 2620904 |
| CESSNA310 | 2074240 | CESSNAUC77 | 2070702 | CURTISTRVAIR | 2621004 |
| CESSNA310 | 2074242 | CESSNAUC77 | 2070802 | CURTISTRVAIR | 2621006 |
| CESSNA310 | 2074244 | CESSNAUC94 | 2070902 | CURTISTRVAIR | 2621010 |
| CESSNA310 | 2074245 | CESSNAUC94 | 2071002 | CURTISTRVAIR | 2621012 |
| CESSNA310 | 2074246 | CESSNAUC94 | 2071102 | CURTISTRVAIR | 2621104 |
| CESSNA320 | 2074502 | CHILD S1 | 0110100 | CURTISTRVAIR | 2621108 |
| CESSNA320 | 2074504 | CHILD S1 | 0110301 | CURTISTRVAIR | 2621204 |
| CESSNA320 | 2074506 | CHILD S1 | 0110303 | CURTISTRVAIR | 2621302 |
| CESSNA320 | 2074508 | CHILD S2 | 0110201 | CURTISTRVAIR | 2621304 |
| CESSNA320 | 2074510 | CHILD S2 | 0110202 | CURTISTRVAIR | 2621308 |
| CESSNA320 | 2074512 | CHILD S2 | 0110304 | CURTISTRVAIR | 2621402 |
| CESSNA320 | 2074514 | CLARK 1000 | 2230102 | CURTISTRVAIR | 2621404 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL
CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|--------------|--------------|-------------|----------------|------|----------------|
| CURTISTRVAIR | 2621502 | CVAC | STC580 2422801 | DOUG | DC3 3021440 |
| CURTISTRVAIR | 2621506 | CVAC | STC580 2422804 | DOUG | DC3 3021454 |
| CURTISTRVAIR | 2621508 | CVAC | STC580 2422806 | DOUG | DC3 3021457 |
| CURTISTRVAIR | 2621802 | CVAC | STC580 2423001 | DOUG | DC3 3021458 |
| CURTISTRVAIR | 2621804 | CVAC | STC600 2422660 | DOUG | DC3 3021460 |
| CURTISTRVAIR | 2621806 | CVAC | STC640 2422814 | DOUG | DC3 3021461 |
| CURTISTRVAIR | 2621702 | CVAC | V1A 2421702 | DOUG | DC3 3021462 |
| CURTISTRVAIR | 2621704 | DART | G 2700102 | DOUG | DC3 3021466 |
| CURTISTRVAIR | 2621802 | DART | G 2700104 | DOUG | DC3 3021467 |
| CURTISTRVAIR | 2621804 | DART | G 2700106 | DOUG | DC3 3021468 |
| CURTISTRVAIR | 2621806 | DART | G 2700108 | DOUG | DC3 3021472 |
| CURTISTRVAIR | 2621808 | DAVIS | D1 2740504 | DOUG | DC3 3021474 |
| CURTISTRVAIR | 2621810 | DAVIS | D1 2740506 | DOUG | DC3 3021478 |
| CURTISTRVAIR | 2621814 | DAVIS | D1 2740508 | DOUG | DC3 3021481 |
| CURTISTRVAIR | 2621818 | DAVIS | V3 2743002 | DOUG | DC4 3021502 |
| CURTISTRVAIR | 2621820 | DHAV | DH112 2800421 | DOUG | DC4 3021506 |
| CURTISTRVAIR | 2621822 | DHAV | DH82 2801000 | DOUG | DC4 3021510 |
| CURTISTRVAIR | 2621824 | DHAV | DHC1 2801702 | DOUG | DC4 3021516 |
| CURTISTRVAIR | 2621826 | DHAV | DHC1 2801704 | DOUG | DC4 3021518 |
| CURTISTRVAIR | 2621830 | DHAV | DHC1 2801712 | DOUG | DC4 3021522 |
| CURTISTRVAIR | 2621902 | DHAV | DHC1 2801714 | DOUG | DC4 3021524 |
| CURTISTRVAIR | 2621904 | DHAV | DHC1 2801716 | DOUG | DC4 3021528 |
| CURTISTRVAIR | 2621908 | DHAV | DHC1 2801736 | DOUG | DC4 3021530 |
| CVAC | 22 2423302 | DHAV | DHC1 2801738 | DOUG | DC4 3021534 |
| CVAC | 22 2423304 | DHAV | DHC1 2801739 | DOUG | DC4 3021536 |
| CVAC | 240 2422601 | DHAV | DHC2 2800102 | DOUG | DC6 3021702 |
| CVAC | 240 2422602 | DHAV | DHC2 2800104 | DOUG | DC6 3021706 |
| CVAC | 240 2422604 | DHAV | DHC2 2800105 | DOUG | DC6 3021710 |
| CVAC | 240 2422608 | DHAV | DHC2 2800107 | DOUG | DC6 3021712 |
| CVAC | 240 2422610 | DHAV | DHC2 2800108 | DOUG | DC7 3021802 |
| CVAC | 240 2422612 | DHAV | DHC2 2800109 | DOUG | DC7 3021804 |
| CVAC | 240 2422628 | DHAV | DHC2 2801830 | DOUG | DC7 3021806 |
| CVAC | 240 2422633 | DHAV | DHC3 2800202 | DOUG | DC8 3021906 |
| CVAC | 240 2422634 | DHAV | DHC4 2800302 | DOUG | DC8 3021908 |
| CVAC | 240 2422642 | DHAV | DHC4 2800304 | DOUG | DC8 3021912 |
| CVAC | 240 2422644 | DHAV | DHC6 2802606 | DOUG | DC8 3021918 |
| CVAC | 240 2422647 | DHAV | DHC7 2802708 | DOUG | DC8 3021920 |
| CVAC | 30 2423202 | DHAV | DHC7 2802710 | DOUG | DC8 3021922 |
| CVAC | 30 2423204 | DHAV | DHC8 2809002 | DOUG | DC8 3021924 |
| CVAC | 340 2422704 | DHAVXXDH82 | 2801002 | DOUG | DC8 3021926 |
| CVAC | 340 2422706 | DHAVXXDH89 | 2801015 | DOUG | DC8 3021927 |
| CVAC | 340 242270A | DOMION800 | 2970102 | DOUG | DC8 3021928 |
| CVAC | 340 2422716 | DORNER133 | 2999006 | DOUG | DC8 302192H |
| CVAC | 340 2422742 | DORNERD0228 | 2992020 | DOUG | DC8 3021952 |
| CVAC | 440 2422902 | DORNERD0228 | 2995000 | DOUG | DC8 302195B |
| CVAC | 440 2422904 | DORNERD027 | 2990704 | DOUG | DC8 3021970 |
| CVAC | 440 2423004 | DORNERD027 | 2990721 | DOUG | DC8 3021972 |
| CVAC | B24 2422502 | DORNERD028 | 2990102 | DOUG | DC8 302197B |
| CVAC | BT13 2420202 | DORNERD028 | 2990202 | DOUG | DC8 302198B |
| CVAC | BT13 2420204 | DORNERD028 | 2991404 | DOUG | DC8 302198H |
| CVAC | BT13 2420206 | DOUG | A20 3020302 | DOUG | DC8 302199A |
| CVAC | BT13 2420208 | DOUG | A20 3020306 | DOUG | DC8 302199B |
| CVAC | BT13 2420222 | DOUG | A24 3020406 | DOUG | DC8 302199F |
| CVAC | BT13 2420224 | DOUG | A26 3020504 | DOUG | DC9 3022002 |
| CVAC | BT13 2420228 | DOUG | A26 3020506 | DOUG | DC9 3022034 |
| CVAC | BT13 2420230 | DOUG | 823 3020702 | DOUG | DC9 3022036 |
| CVAC | BT15 2420302 | DOUG | 826 3020514 | DOUG | DC9 3022037 |
| CVAC | BT15 2420312 | DOUG | DC10 3022110 | DOUG | DC9 302203H |
| CVAC | L13 2420702 | DOUG | DC10 3022118 | DOUG | DC9 302203K |
| CVAC | L13 2420704 | DOUG | DC10 3023501 | DOUG | DC9 3022051 |
| CVAC | L13 2420706 | DOUG | DC10 3023503 | DOUG | DC9 3022065 |
| CVAC | LB30 2420804 | DOUG | DC10 3023508 | DOUG | DC9 3022066 |
| CVAC | P4Y 2421102 | DOUG | DC2 3021302 | DOUG | DC9 302206A |
| CVAC | PBY5 2421208 | DOUG | DC3 3021401 | DOUG | DC9 302206C |
| CVAC | PBY5 2421218 | DOUG | DC3 3021404 | DOUG | DC9 3022081 |
| CVAC | PBY5 2421230 | DOUG | DC3 3021424 | DOUG | DC9 3022082 |
| CVAC | PBY6 2421302 | DOUG | DC3 3021433 | DOUG | DOLPHN 3020104 |

**TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL
CODES (CONTINUED)**

| <u>SDR</u> | <u>FAA</u> | <u>SDR</u> | <u>FAA</u> | <u>SDR</u> | <u>FAA</u> |
|--------------|------------|--------------|------------|-------------|------------|
| DRIGSSSKYLK3 | 3160502 | FRCHLD24 | 3370516 | GRTLKS2T1 | 3910101 |
| DURMOLF46 | 3200502 | FRCHLD24 | 3370520 | GRTLKS2T1 | 3910102 |
| EAA SA9 | 8650747 | FRCHLD24 | 3370602 | GRTLKS2T1 | 3910104 |
| EAGLE DW | 3230203 | FRCHLD24 | 3370608 | GRTLKS2T1 | 3910106 |
| EAGLEBAX7 | 3240107 | FRCHLD24 | 3370614 | GRTLKS2T1 | 3910107 |
| EAGLEBC7 | 3240207 | FRCHLD24 | 3370620 | GRTLKS2T1 | 3910108 |
| EIRVON20 | 5760102 | FRCHLD24 | 3370626 | GRUMANAF2S | 3950104 |
| EIRVON20 | 5760104 | FRCHLD24 | 3370628 | GRUMANF6F | 3950602 |
| EIRVON20 | 5760202 | FRCHLD71 | 3370802 | GRUMANF6F | 3950614 |
| EIRVON20 | 5760204 | FRCHLDC119 | 3372102 | GRUMANF6F | 395069G |
| EIRVON20 | 5760206 | FRCHLDC119 | 3372106 | GRUMANF7F | 3950704 |
| EIRVON20 | 5760207 | FRCHLDC119 | 3372108 | GRUMANF8F | 3950801 |
| EMAIR MA1 | 3280103 | FRCHLDC123 | 3372202 | GRUMANF8F | 3950802 |
| EMAIR MA1 | 6070102 | FRCHLDC82 | 3372002 | GRUMANF9 | 3950905 |
| EMB 110 | 3260122 | FRCHLDC82 | 3372004 | GRUMANFM | 3950102 |
| EMB 110 | 3260124 | FRCHLDF27 | 3373002 | GRUMANG134 | 3951000 |
| EMB 120 | 3260201 | FRCHLDF27 | 3373004 | GRUMANG21 | 3951205 |
| ENSTRM280 | 3300510 | FRCHLDF27 | 3373008 | GRUMANG44 | 3951602 |
| ENSTRMF28 | 3300404 | FRCHLDF27 | 3373016 | GRUMANG73 | 3951902 |
| ENSTRMF28 | 3300406 | FRCHLDF45 | 3371202 | GRUMANS16 | 3950404 |
| ENSTRMF28 | 3300407 | FRCHLDFC2 | 3371102 | GRUMANS16 | 3950405 |
| ENSTRMF28 | 3300412 | FRCHLDFH1100 | 4361415 | GRUMANS16 | 3950406 |
| ENSTRMF28 | 3300430 | FRCHLDFH227 | 3373042 | GRUMANS16 | 3950410 |
| ENSTRMF28 | 3300502 | FRCHLDKR31 | 3371402 | GRUMANS16 | 3950412 |
| ENSTRMF28 | 3300505 | FRCHLDKR34 | 3371504 | GRUMANS16 | 3950413 |
| ENSTRMF28 | 3300506 | FRCHLDKR34 | 3371506 | GRUMANS16 | 3950414 |
| ENSTRMF28 | 3300550 | FRCHLDM62 | 3371604 | GRUMANS16T | 3950407 |
| ENTWICPHEBUS | 1403014 | FRCHLDM62 | 3371606 | GRUMANS16T | 3950408 |
| ENTWICPHEBUS | 3321206 | FRCHLDM62 | 3371608 | GRUMANTS2 | 3951102 |
| ENTWICPHEBUS | 3321210 | FRCHLDM62 | 3371618 | GRUMAVAA1 | 0630820 |
| EVNAIR4500 | 3340106 | FRCHLDM62 | 3371620 | GRUMAVAA1 | 3960100 |
| FARZWKDAMAT | 3550802 | FRCHLDM62 | 3371622 | GRUMAVAA1 | 3960103 |
| FARZWKDAMAT | 3550806 | FRCHLDM62 | 3371624 | GRUMAVAA5 | 3960104 |
| FKWLF44J | 3540102 | FRCHLDM62 | 3371626 | GRUMAVAA5 | 3960105 |
| FLEET 16B | 3480502 | FRCHLDM62 | 3371628 | GRUMAVG1159 | 3960302 |
| FLTCHR24 | 3530204 | FRCHLDM62 | 3371630 | GRUMAVG164 | 3952702 |
| FLTCHRFD25 | 3530102 | FRCHLDM62 | 3371632 | GRUMAVG164 | 3952801 |
| FLYGSTWEIHE | 3802219 | FRCHLDM62 | 3371640 | GRUMAVG164 | 3952802 |
| FOKKERF27 | 4990614 | FRCHLDM62 | 3374004 | GRUMAVG164 | 3952803 |
| FOKKERF27 | 4990629 | FRCHLDM62 | 3374006 | GRUMAVG164 | 3952804 |
| FOKKERF28 | 4990808 | FUJI LM1 | 3730110 | GRUMAVG164 | 3960201 |
| FOKKERF28 | 4990810 | FUNK FUNKC | 3720202 | GRUMAVG164 | 3960202 |
| FOMOCO4AT | 3590102 | GARCIATROJAN | 3270102 | GRUMAVG164 | 3960203 |
| FOMOCO4AT | 3590104 | GEM 205 | 0380102 | GRUMAVG164 | 3960204 |
| FOMOCO5AT | 3590202 | GENBALAX6 | 3760102 | GRUMAVG164 | 3979904 |
| FOMOCO5AT | 3590204 | GENBALAX6 | 3760202 | GRUMAVG21 | 3951202 |
| FRANK 90 | 3680102 | GENBALSPRINT | 3760402 | GRUMAVG21 | 3951204 |
| FRCHLD21 | 3371302 | GLASFL201 | 3800344 | GRUMAVG21 | 3951214 |
| FRCHLD22 | 3370104 | GLASFL304 | 3800347 | GRUMAVG21 | 3951216 |
| FRCHLD22 | 3370108 | GLASFLB51 | 38003FB | GRUMAVG89 | 3951006 |
| FRCHLD22 | 3370110 | GLASFLH301 | 3800335 | GRUMAVJ2F | 3950208 |
| FRCHLD22 | 3370112 | GLASFLH301 | 3800337 | GRUMAVTBM | 3950306 |
| FRCHLD22 | 3370114 | GLASFLH301 | 3800339 | GRUMAVTBM | 3950308 |
| FRCHLD22 | 3370116 | GLASFLH301 | 3800341 | GRUMAVTBM | 3950310 |
| FRCHLD24 | 3370202 | GLASFLKESTRL | 3800343 | GULSTM112 | 0144701 |
| FRCHLD24 | 3370204 | GLASFLLIBELL | 3800346 | GULSTM112 | 7630302 |
| FRCHLD24 | 3370206 | GOLDENCHIEF | 3840102 | GULSTM112 | 7630306 |
| FRCHLD24 | 3370208 | GOODYR813 | 3870148 | GULSTM112 | 7630307 |
| FRCHLD24 | 3370216 | GOODYRFG1D | 3870512 | GULSTM112 | 7630314 |
| FRCHLD24 | 3370220 | GOODYRGZ20 | 3870220 | GULSTM112 | 7630315 |
| FRCHLD24 | 3370302 | GOODYRS30 | 3870139 | GULSTM112 | 7630316 |
| FRCHLD24 | 3370402 | GOODYRTZ | 3870218 | GULSTM500 | 0141102 |
| FRCHLD24 | 3370408 | GOVT N22 | 3880102 | GULSTM500 | 0141104 |
| FRCHLD24 | 3370414 | GROB 103CAT | 1660202 | GULSTM500 | 0141106 |
| FRCHLD24 | 3370502 | GROB 109 | 1660204 | GULSTM500 | 0141107 |
| FRCHLD24 | 3370508 | GROB 109 | 1660205 | GULSTM500 | 0141108 |
| FRCHLD24 | 3370514 | GROB ASTIR | 1660104 | GULSTM520 | 0141202 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL
CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|--------------|---------|--------------|---------|-------------|---------|
| GULSTM560 | 0141402 | HELIO H391 | 4300102 | HWKSLYDH125 | 1500204 |
| GULSTM560 | 0141404 | HELIO H391 | 4300106 | HWKSLYDH125 | 4210101 |
| GULSTM560 | 0141406 | HELIO H395 | 4300202 | HWKSLYDH125 | 4210112 |
| GULSTM680 | 0141408 | HELIO H395 | 4300206 | HWKSLYDH125 | 4230106 |
| GULSTM680 | 0141602 | HELIO H700 | 4300400 | HWKSLYDH125 | 4230110 |
| GULSTM680 | 0141604 | HELIO H800 | 4300500 | HWKSLYDH125 | 4230126 |
| GULSTM680 | 0141606 | HELIO HST550 | 4301002 | HWKSLYDH125 | 4230138 |
| GULSTM680 | 0141608 | HELIO HST550 | 4301006 | HWKSLYDH125 | 423013M |
| GULSTM680 | 0141610 | HILLERFH1100 | 3376502 | HWKSLYDH125 | 423013P |
| GULSTM680 | 0141611 | HILLERFH1100 | 4361405 | HWKSLYDH125 | 4230140 |
| GULSTM680 | 0141612 | HILLERUH12 | 4360102 | HWKSLYDH125 | 4230158 |
| GULSTM680 | 0141802 | HILLERUH12 | 4360103 | HWKSLYDH125 | 4230160 |
| GULSTM680 | 7630513 | HILLERUH12 | 4360104 | HYNES 305 | 1440602 |
| GULSTM680TP | 0141712 | HILLERUH12 | 4360105 | HYNES B2 | 1440502 |
| GULSTM680TP | 0141714 | HILLERUH12 | 4360110 | HYNES B2 | 1440504 |
| GULSTM680TP | 0141716 | HILLERUH12 | 4360113 | HYNES B2 | 1440506 |
| GULSTM680TP | 0141718 | HILLERUH12 | 4360114 | INDAERP166 | 6960202 |
| GULSTM690TC | 3970404 | HILLERUH12 | 4360115 | INLANDR400 | 4550502 |
| GULSTM690TP | 0141720 | HILLERUH12 | 4360116 | INLANDS300 | 4551002 |
| GULSTM690TP | 0141722 | HILLERUH12 | 4360117 | INLANDW500 | 4552002 |
| GULSTM690TP | 3970405 | HILLERUH12 | 4360118 | INTRCP200 | 5650304 |
| GULSTM690TP | 3970410 | HILLERUH12 | 4360119 | INTRCP200 | 5650306 |
| GULSTM690TP | 3970411 | HILLERUH12 | 4360120 | INTRCP200 | 5650308 |
| GULSTM690TP | 3970610 | HILLERUH12 | 4360121 | INTRCP200 | 5650310 |
| GULSTM690TP | 7630515 | HILLERUH12 | 4360122 | ISRAEL 101 | 4500204 |
| GULSTM690TP | 7630516 | HILLERUH12 | 4360124 | ISRAEL 1121 | 0142002 |
| GULSTM690TP | 7630517 | HILLERUH12 | 4360125 | ISRAEL 1121 | 0142006 |
| GULSTM690TP | 7630518 | HILLERUH12 | 4360126 | ISRAEL 1121 | 0142010 |
| GULSTM690TP | 7630519 | HILLERUH12 | 4360128 | ISRAEL 1123 | 4500101 |
| GULSTMAA1 | 0630610 | HILLERUH12 | 4360130 | ISRAEL 1124 | 4500102 |
| GULSTMAA1 | 0630710 | HILLERUH12 | 4360131 | ISRAEL 1124 | 4500103 |
| GULSTMAA5 | 0631410 | HILLERUH12 | 4360132 | JAMISNJ1 | 4650502 |
| GULSTMAA5 | 3960106 | HILLERUH12 | 4360135 | JAMISNJ2 | 4651004 |
| GULSTMG1159 | 3953505 | HILLERUH12 | 4360809 | JBMSTRDGA11 | 4690302 |
| GULSTMG1159 | 3970109 | HILLERYROE1 | 4362402 | JBMSTRDGA15 | 4690502 |
| GULSTMG159 | 3952202 | HNLYPGHP137 | 4130402 | JBMSTRDGA15 | 4690506 |
| GULSTMG44 | 3951502 | HOFFLUDJMONA | 4670101 | JBMSTRDGA15 | 4690516 |
| GULSTMG44 | 3951508 | HOWARD500 | 4390102 | JBMSTRDGA18 | 4690604 |
| GULSTMG73 | 3951802 | HSPAVNHA1112 | 4380102 | JBMSTRDGA8 | 4690102 |
| GULSTMGA7 | 3960401 | HUGHES269 | 4470402 | KAISERF5 | 4762002 |
| H-1 | 1181409 | HUGHES269 | 4470403 | KAMAN K600 | 4800702 |
| H13/HTL | 1180806 | HUGHES269 | 4470404 | KAMAN K600 | 4800704 |
| H13/HTL | 1181007 | HUGHES269 | 4470502 | KAMAN K600 | 4800802 |
| H13/HTL | 1181585 | HUGHES269 | 4470504 | KAMAN K600 | 4800803 |
| H19/45 | 8141615 | HUGHES269 | 4471004 | KAMAN K600 | 4800805 |
| H19/45 | 814161E | HUGHES369 | 4470702 | KAWSKIKV107 | 4820101 |
| H23/HTE | 4360109 | HUGHES369 | 4470704 | KELLETKD1 | 4850106 |
| H23/HTE | 4360111 | HUGHES369 | 4470706 | KINNERB | 4940202 |
| H23/HTE | 4360123 | HUGHES369 | 4470707 | KINNERB | 4940204 |
| H23/HTE | 4362303 | HUGHES369 | 4470708 | KINNERR | 4940102 |
| H23/HTE | 4362305 | HUGHES369 | 4470718 | LAIKFN10 | 5090204 |
| H34/55 | 8141810 | HUGHES369 | 4470720 | LAIKFNBA100 | 50901FB |
| H34/55 | 8141813 | HUGHES369 | 4470722 | LAIRD LC | 5070102 |
| H34/55 | 8141819 | HUGHES369 | 4470728 | LAIRD LC | 5070104 |
| H34/55 | 8141823 | HUGHES369 | 4470730 | LAIRD LCB | 5070110 |
| H37 | 8142302 | HUGHES369 | 4470731 | LAISTRPL15 | 5100108 |
| HAMFLUHFB320 | 4071204 | HUGHES369 | 4470806 | LAISTRPL15 | 5100202 |
| HARTMNOW5M | 4200102 | HUGHES500 | 4470805 | LAISTRPL15 | 5100203 |
| HEAD AX888 | 0563777 | HWKSLY80A | 2800902 | LAISTRPL46 | 5100101 |
| HEATH CNA40 | 4250102 | HWKSLYDH104 | 2800402 | LAISTRPL49 | 5100102 |
| HEATH LNB4 | 4250202 | HWKSLYDH104 | 2800404 | LEAR 23 | 5170102 |
| HELIO H250 | 4300302 | HWKSLYDH104 | 2800406 | LEAR 24 | 5170302 |
| HELIO H295 | 4300802 | HWKSLYDH104 | 2800410 | LEAR 24 | 5170304 |
| HELIO H295 | 4300803 | HWKSLYDH104 | 2800412 | LEAR 24 | 5170306 |
| HELIO H295 | 4301101 | HWKSLYDH104 | 2800414 | LEAR 24 | 5170307 |
| HELIO H295 | 4301102 | HWKSLYDH106 | 2800308 | LEAR 24 | 5170310 |
| HELIO H295 | 4301104 | HWKSLYDH114 | 2800506 | LEAR 24 | 5170311 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL
CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|-------------|---------|--------------|---------|-------------|---------|
| LEAR 24 | 5170316 | LUSCMB1 | 5350102 | MNMITEM18 | 5870104 |
| LEAR 24 | 5170317 | LUSCMB4 | 5350202 | MNMITEM18 | 5870106 |
| LEAR 25 | 5170506 | LUSCOM8 | 8190102 | MNMITEM18 | 5870108 |
| LEAR 25 | 5170509 | LUSCOM8 | 8190104 | MNSLNRMS760 | 5910102 |
| LEAR 25 | 5170511 | LUSCOM8 | 8190106 | MNSLNRMS760 | 5910106 |
| LEAR 25 | 5170513 | LUSCOM8 | 8190108 | MODFD47 | 1180847 |
| LEAR 25 | 5170514 | LUSCOM8 | 8190110 | MODFD47 | 118084F |
| LEAR 28 | 5170528 | LUSCOM8 | 8190112 | MODFD47 | 118103H |
| LEAR 28 | 5170529 | LUSCOM8 | 8190114 | MODFD47 | 1181067 |
| LEAR 35 | 5170600 | LUSCOM8 | 8190116 | MODFD47 | 1181074 |
| LEAR 35 | 5170601 | LUSCOM8 | 8190118 | MODFD47 | 1181306 |
| LEAR 35 | 5170602 | LUSCOM8 | 8190120 | MODFDUH12 | 4360601 |
| LEAR 35 | 5170603 | LUSCOM8 | 8190122 | MODFDUH12 | 4360701 |
| LEAR 55 | 5170702 | LUSCOM8 | 8190124 | MODFDUH12 | 4360702 |
| LET L13 | 1360306 | LUSCOM8 | 8190126 | MODFDUH12 | 4360704 |
| LKHEED10 | 5261302 | LUSCOM8 | 8190128 | MODFDUH12 | 4360801 |
| LKHEED10 | 5261314 | LUSCOM8 | 8190130 | MODFDUH12 | 4360810 |
| LKHEED1011 | 5265010 | LUSCOM8 | 8190132 | MODFDUH12 | 4361101 |
| LKHEED1011 | 5265015 | LUSCOM8 | 8190154 | MODFDUH12 | 4361301 |
| LKHEED1011 | 5265020 | MACCHIAL60 | 5400106 | MODFDUH12 | 4361501 |
| LKHEED1049 | 5262116 | MACCHIAL60 | 5400108 | MOONEYM20 | 5870202 |
| LKHEED1049 | 5262118 | MAEL BA42 | 5430102 | MOONEYM20 | 5870204 |
| LKHEED1049 | 5262121 | MARTIN202 | 5450602 | MOONEYM20 | 5870206 |
| LKHEED1049 | 5262131 | MARTIN404 | 5450702 | MOONEYM20 | 5870208 |
| LKHEED1049 | 5262140 | MAULE M4 | 5460102 | MOONEYM20 | 5870210 |
| LKHEED12A | 5261402 | MAULE M4 | 5460104 | MOONEYM20 | 5870212 |
| LKHEED1329 | 5263102 | MAULE M4 | 5460105 | MOONEYM20 | 5870214 |
| LKHEED1329 | 5263106 | MAULE M4 | 5460106 | MOONEYM20 | 5870219 |
| LKHEED1329 | 5263108 | MAULE M4 | 5460108 | MOONEYM20 | 5870220 |
| LKHEED1329 | 5263125 | MAULE M4 | 5460112 | MOONEYM20 | 5870308 |
| LKHEED18 | 5261602 | MAULE M4 | 5460114 | MOONEYM20 | 5870312 |
| LKHEED18 | 5261624 | MAULE M4 | 5460128 | MOONEYM20 | 5870314 |
| LKHEED18 | 5261634 | MAULE M4 | 5460132 | MOONEYM20 | 5870601 |
| LKHEED18 | 5261640 | MAULE M5 | 5460133 | MOONEYM20 | 5870605 |
| LKHEED18 | 5261642 | MAULE M5 | 5460134 | MOONEYM22 | 5870402 |
| LKHEED188 | 5262602 | MAULE M5 | 5460135 | MOONEYM30 | 5872030 |
| LKHEED188 | 5262604 | MAULE M5 | 5460204 | MORISY2000 | 5940102 |
| LKHEED282 | 5262504 | MAULE M6 | 5460139 | MOTH 60 | 6000102 |
| LKHEED286 | 5263802 | MAULE M6 | 5460160 | MOTH 60 | 6000104 |
| LKHEED300 | 5264504 | MAULE M7 | 5460170 | MRCHTIF260 | 8121206 |
| LKHEED382 | 5264102 | MAULE MX7 | 5460180 | MRCHTIS205 | 8120412 |
| LKHEED382 | 5264104 | MAULE MX7 | 5460185 | MTSBSIMU2 | 5780404 |
| LKHEED382 | 526413U | MCBEMSLARK95 | 4331020 | MTSBSIMU2 | 5780405 |
| LKHEED382 | 526414U | MCBEMSLARK95 | 5160202 | MTSBSIMU2 | 5780406 |
| LKHEED49 | 5261702 | MCKINNG21 | 5550202 | MTSBSIMU2 | 5780407 |
| LKHEED49 | 5262002 | MCKINNG21T | 5550105 | MTSBSIMU2 | 5780408 |
| LKHEED49 | 5262004 | MCKINNG21T | 5550120 | MTSBSIMU2 | 5780409 |
| LKHEED49 | 5262008 | MCLISHFUNKB | 5480102 | MTSBSIMU2 | 5780410 |
| LKHEEDP2V | 5260110 | MCLISHFUNKB | 5480104 | MTSBSIMU2 | 5780411 |
| LKHEEDP2V | 5260112 | MCLISHFUNKB | 5480108 | MTSBSIMU2 | 5780412 |
| LKHEEDP2V | 5269601 | MCLISHFUNKB | 5480202 | MTSBSIMU2 | 5780413 |
| LKHEEDP38 | 5260201 | MCLISHFUNKB | 5480204 | MTSBSIMU2 | 5780414 |
| LKHEEDP38 | 5260203 | MCLISHFUNKB | 5480208 | MTSBSIMU300 | 5780602 |
| LKHEEDP38 | 5260204 | MEYERSMAC145 | 5650104 | MTSBSIMU300 | 5781300 |
| LKHEEDP38 | 5260205 | MEYERSOTW | 5650202 | MULTECD16 | 9230602 |
| LKHEEDP38 | 5260206 | MEYERSOTW | 5650206 | MULTECD16 | 9230604 |
| LKHEEDP38 | 5260207 | MEYERSOTW | 5650208 | MULTECD16 | 9230606 |
| LKHEEDP38 | 5260214 | MILLERUT1 | 5720102 | MULTECD16 | 9230608 |
| LKHEEDPV1 | 5260102 | MITCHL101 | 2000102 | MULTECD16 | 9230610 |
| LKHEEDPV1 | 5260106 | MITCHL101 | 2000104 | MULTECD16 | 9230612 |
| LKHEEDT33 | 5260401 | MNCQUP110 | 5810202 | NAMER A36 | 6400102 |
| LKHEEDT33 | 5260402 | MNCQUP110 | 5810204 | NAMER B25 | 6400702 |
| LKHEEDT33 | 5260406 | MNCQUP90 | 5810102 | NAMER B25 | 6400704 |
| LKHEEDVEGA1 | 5261002 | MNCQUP90 | 5810104 | NAMER B25 | 6400705 |
| LKHEEDVEGA5 | 5261202 | MNCQUP90 | 5810107 | NAMER B25 | 6400708 |
| LKHEEDY03A | 5269501 | MNCQUP90 | 5810110 | NAMER B25 | 6400710 |
| LKINTL402 | 5263406 | MNMITEM18 | 5870102 | NAMER B25 | 6400712 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL
CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|--------------|---------|--------------|---------|--------------|---------|
| NAMER B25 | 6400714 | NAVIONNAVION | 6150178 | PILATSPC6T | 3375011 |
| NAMER B25 | 6400718 | NELSONBB1 | 6200102 | PILATSPC6T | 7090210 |
| NAMER F51 | 6402301 | NICBEZ8G | 6290202 | P1LATSPC7 | 7090401 |
| NAMER F51 | 6402302 | NIHON YS11 | 6310406 | PINAIRSUPERV | 1100102 |
| NAMER F51 | 6402303 | NOORDNUC64 | 6330204 | PIPER 600 | 7106001 |
| NAMER F51 | 6402304 | NORD 3202 | 6383202 | PIPER 600 | 7106010 |
| NAMER F51 | 6402306 | NORD SV4 | 6383006 | PIPER 600 | 7106012 |
| NAMER F51 | 6402307 | NORD SV4 | 8470102 | PIPER 600 | 7106014 |
| NAMER F51 | 6402308 | NORTRPT38 | 6458005 | PIPER 600 | 7106015 |
| NAMER F51 | 6402309 | NORWST35 | 6480102 | PIPER 600 | 7106023 |
| NAMER F82 | 6401522 | NORWST35 | 6480104 | PIPER 600 | 8360607 |
| NAMER F86 | 6401714 | NORWST35 | 6480108 | PIPER E2 | 7100302 |
| NAMER NA260 | 6400452 | NORWST35 | 6480126 | PIPER F2 | 7100304 |
| NAMER NA260 | 6402502 | NORWST40 | 6480110 | PIPER J2 | 7100402 |
| NAMER NA260 | 6402504 | NORWST50 | 6480114 | PIPER J3 | 7100501 |
| NAMER NA260 | 6402505 | NORWST65 | 6480116 | PIPER J3 | 7100502 |
| NAMER NA260 | 6402506 | NORWST65 | 6480118 | PIPER J3 | 7100506 |
| NAMER O47 | 6402202 | NORWST65 | 6480122 | PIPER J3 | 7100508 |
| NAMER P64 | 6402408 | NORWST65 | 6480124 | PIPER J3 | 7100510 |
| NAMER T6 | 1922828 | NORWSTEAGLE | 7680120 | PIPER J3 | 7100511 |
| NAMER T6 | 6400402 | OBERNRMG23SL | 3801049 | PIPER J3 | 7100512 |
| NAMER T6 | 6400404 | ORLHELH19 | 8141608 | PIPER J3 | 7100514 |
| NAMER T6 | 6400405 | ORLHELH19 | 8141609 | PIPER J3 | 7100516 |
| NAMER T6 | 6400406 | ORLHELH19 | 8141610 | PIPER J3 | 7100518 |
| NAMER T6 | 6400407 | ORLHELH19 | 8141612 | PIPER J3 | 7100519 |
| NAMER T6 | 6400410 | ORLHELH19 | 8141614 | PIPER J3 | 7100520 |
| NAMER T6 | 6400412 | ORLHELH19 | 8141616 | PIPER J3 | 7100522 |
| NAMER T6 | 6400414 | ORLHELH19 | 8141618 | PIPER J3 | 7100526 |
| NAMER T6 | 6400415 | ORLHELH19 | 814161G | PIPER J3 | 7100528 |
| NAMER T6 | 6400416 | ORLHELH19 | 814161J | PIPER J3 | 710052T |
| NAMER T6 | 6400417 | ORLHEL58 | 8141812 | PIPER J3 | 7100532 |
| NAMER T6 | 6400418 | ORLHEL58 | 8141818 | PIPER J3 | 7100536 |
| NAMER T6 | 6400419 | OTHEXMILPIST | 8140102 | PIPER J3 | 7100542 |
| NAMER T6 | 6400420 | OTHEXMILPIST | 8140304 | PIPER J3 | 7100546 |
| NAMER T6 | 6400422 | OTHEXMILPIST | 8141106 | PIPER J3 | 7100550 |
| NAMER T6 | 6400423 | OTHEXMILTURB | 1385060 | PIPER J3 | 7100552 |
| NAMER T6 | 6400424 | OTHEXMILTURB | 1385064 | PIPER J3 | 7101102 |
| NAMER T6 | 6400426 | OTHEXMILTURB | 4470904 | PIPER J3 | 7101104 |
| NAMER T6 | 6400430 | OTHEXMILTURB | 4470905 | PIPER J4 | 7100602 |
| NAMER T6 | 6400431 | OTHEXMILTURB | 4800708 | PIPER J4 | 7100604 |
| NAMER T6 | 6400432 | PARKS P1T | 6770102 | PIPER J4 | 7100605 |
| NAMER T6 | 6400434 | PARMNTCABAIR | 6750102 | PIPER J4 | 7100606 |
| NAMER T6 | 6400436 | PARTENP66 | 6780101 | PIPER J4 | 7100608 |
| NAMER T6 | 6400441 | PARTENP68 | 6780105 | PIPER J4 | 7100610 |
| NAMER T6 | 6400442 | PARTENP68 | 6780106 | PIPER J4 | 7100614 |
| NARDI FN333 | 6080102 | PASPEDW1 | 6790102 | PIPER J5 | 7100202 |
| NATBAL752 | 6113310 | PDMILRY1S | 5740102 | PIPER J5 | 7100702 |
| NATBAL752 | 6113312 | PECOCKPJG | 4160204 | PIPER J5 | 7100706 |
| NATBAL752 | 6113317 | PERTH BIRD | 6840122 | PIPER J5 | 7100708 |
| NATBAL752 | 6113320 | PERTH BIRD | 6840126 | PIPER J5 | 7100712 |
| NAVAL N3N | 6120202 | PERTH BIRD | 6840132 | PIPER L14 | 7100902 |
| NAVIONNAVION | 6150106 | PHESNTH10 | 6880102 | PIPER PA12 | 7101202 |
| NAVIONNAVION | 6150108 | PIAGIOP136 | 6960102 | PIPER PA12 | 7101204 |
| NAVIONNAVION | 6150110 | PIAGIOP136 | 6960104 | PIPER PA14 | 7101402 |
| NAVIONNAVION | 6150118 | PIAGIOP136 | 6960106 | PIPER PA15 | 7101502 |
| NAVIONNAVION | 6150132 | PIASEXHUP2 | 6980320 | PIPER PA16 | 7101602 |
| NAVIONNAVION | 6150134 | PICARDA5 | 7001216 | PIPER PA17 | 7101702 |
| NAVIONNAVION | 6150136 | PICARDAX6 | 7001218 | PIPER PA18 | 7101802 |
| NAVIONNAVION | 6150140 | PIGMANREARWN | 7070104 | PIPER PA18 | 7101804 |
| NAVIONNAVION | 6150142 | PIGMANREARWN | 7070302 | PIPER PA18 | 7101806 |
| NAVIONNAVION | 6150148 | PIGMANREARWN | 7070308 | PIPER PA18 | 7101808 |
| NAVIONNAVION | 6150160 | PILATSB4 | 7090103 | PIPER PA18 | 7101809 |
| NAVIONNAVION | 6150162 | PILATSB4 | 7090104 | PIPER PA18 | 7101812 |
| NAVIONNAVION | 6150166 | PILATSPC6 | 3375014 | PIPER PA18 | 7101813 |
| NAVIONNAVION | 6150170 | PILATSPC6 | 7090102 | PIPER PA18 | 7101814 |
| NAVIONNAVION | 6150172 | PILATSPC6 | 7090114 | PIPER PA18 | 7101815 |
| NAVIONNAVION | 6150174 | PILATSPC6 | 7090122 | PIPER PA18 | 7101816 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL
CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|------------|---------|--------------|---------|--------------|---------|
| PIPER PA18 | 7101818 | PIPER PA31 | 7103110 | REIMS 172 | 7530209 |
| PIPER PA18 | 7101820 | PIPER PA31 | 7103111 | REIMS 337 | 7535719 |
| PIPER PA18 | 7101822 | PIPER PA31 | 7103120 | REIMS 337 | 7535726 |
| PIPER PA18 | 7101824 | PIPER PA31T | 7103124 | REPBLCP47 | 7570405 |
| PIPER PA18 | 7101826 | PIPER PA31T | 7103126 | RHNFLLURW3 | 7600504 |
| PIPER PA18 | 7101828 | PIPER PA31T | 7103127 | RKWE1L500 | 7630410 |
| PIPER PA18 | 7101832 | PIPER PA31T | 7103128 | RKWE1L700 | 7630520 |
| PIPER PA18 | 7101834 | PIPER PA32 | 7103206 | RKWE1LNA265 | 6402608 |
| PIPER PA18 | 7101836 | PIPER PA32 | 7103207 | RKWE1LNA265 | 6402612 |
| PIPER PA18 | 7101837 | PIPER PA32 | 7103209 | RKWE1LNA265 | 6402614 |
| PIPER PA18 | 7101838 | PIPER PA32 | 7103211 | RKWE1LNA265 | 6402618 |
| PIPER PA18 | 7101880 | PIPER PA32 | 7103212 | RKWE1LNA265 | 7630101 |
| PIPER PA18 | 7101902 | PIPER PA32 | 7103213 | RKWE1LNA265 | 7630104 |
| PIPER PA18 | 7101904 | PIPER PA32 | 7103214 | RKWE1LNA265 | 7630106 |
| PIPER PA20 | 7102002 | PIPER PA32 | 7103215 | RKWE1LNA265 | 7630107 |
| PIPER PA20 | 7102004 | PIPER PA32 | 7103216 | RKWE1LNA265 | 7630108 |
| PIPER PA20 | 7102006 | PIPER PA32 | 7103218 | ROBSINR22 | 7640102 |
| PIPER PA20 | 7102010 | PIPER PA32 | 7103220 | ROBSINR22 | 7640104 |
| PIPER PA20 | 7102012 | PIPER PA34 | 7103405 | ROLSCHLS | 3801206 |
| PIPER PA22 | 7102202 | PIPER PA34 | 7103406 | ROLSCHLS | 3801208 |
| PIPER PA22 | 7102204 | PIPER PA34 | 7103420 | ROLSCHLS | 3801211 |
| PIPER PA22 | 7102206 | PIPER PA36 | 7103610 | ROLSCHLS | 3801214 |
| PIPER PA22 | 7102208 | PIPER PA36 | 7103612 | ROLSCHLS | 3801250 |
| PIPER PA22 | 7102210 | PIPER PA36 | 7103620 | ROOS 129 | 7680106 |
| PIPER PA22 | 7102212 | PIPER PA38 | 7103812 | ROOS 1928 | 7680204 |
| PIPER PA22 | 7102214 | PIPER PA42 | 7104202 | ROOS A1 | 7680102 |
| PIPER PA22 | 7102216 | PIPER PA42 | 7104212 | ROOS A1 | 7680104 |
| PIPER PA23 | 7102302 | PIPER PA42 | 7104225 | ROOS PT | 7680312 |
| PIPER PA23 | 7102303 | PIPER PA44 | 7104402 | ROSE A1 | 7710102 |
| PIPER PA23 | 7102304 | PIPER PA44 | 7104404 | RYAN SCW | 7830302 |
| PIPER PA23 | 7102305 | PIPER PA46 | 7104605 | RYAN ST3 | 7830502 |
| PIPER PA23 | 7102306 | PIPER TG8 | 7100102 | RYAN ST3 | 7830504 |
| PIPER PA23 | 7102308 | PIRTLEROC185 | 7140107 | RYAN STA | 7830402 |
| PIPER PA23 | 7102309 | PIRTLEROC185 | 7140189 | RYAN STA | 7830404 |
| PIPER PA23 | 7102310 | PITCANPA4 | 7180102 | RYANARB | 7840102 |
| PIPER PA24 | 7102402 | PITCANPA5 | 7180202 | SAAB SF340 | 7850100 |
| PIPER PA24 | 7102403 | PITCANPA6 | 7180302 | SCBFLG111 | 3801381 |
| PIPER PA24 | 7102404 | PITCANPA7 | 7180402 | SCBFLGBERGFK | 3801315 |
| PIPER PA24 | 7102406 | PITCANPA7 | 7180406 | SCBFLGSF25 | 3801325 |
| PIPER PA24 | 7102408 | POST A | 7280102 | SCBFLGSF27 | 380135V |
| PIPER PA24 | 7102409 | PRATT PRG1 | 7300102 | SCBFLGSF28 | 380135X |
| PIPER PA25 | 7102502 | PRATT PRG1 | 7300106 | SCHLER13 | 38015GS |
| PIPER PA25 | 7102504 | PROPTJ200 | 0140302 | SCHLERASK14 | 38015GW |
| PIPER PA25 | 7102508 | PROPTJ200 | 0140312 | SCHLERASK21 | 38015GY |
| PIPER PA28 | 7102802 | PROPTJ200 | 0140314 | SCHLERASW12 | 38015HR |
| PIPER PA28 | 7102803 | PROPTJ400 | 4560404 | SCHLERASW15 | 38015H2 |
| PIPER PA28 | 7102804 | RAVEN MG1000 | 7483202 | SCHLERASW15 | 38015HZ |
| PIPER PA28 | 7102805 | RAVEN RX6 | 7480502 | SCHLERASW17 | 3801507 |
| PIPER PA28 | 7102806 | RAVEN S40 | 7480104 | SCHLERASW19 | 3801505 |
| PIPER PA28 | 7102807 | RAVEN S50 | 05604XW | SCHLERASW19 | 3801508 |
| PIPER PA28 | 7102808 | RAVEN S50 | 7480204 | SCHLERASW20 | 3801503 |
| PIPER PA28 | 7102809 | RAVEN S55 | 7480402 | SCHLERASW20 | 3801506 |
| PIPER PA28 | 7102810 | RAVEN S60 | 7480606 | SCHLERII | 3801581 |
| PIPER PA28 | 7102811 | RAVEN S60 | 7480610 | SCHLERK | 3801551 |
| PIPER PA28 | 7102813 | RAVEN S66 | 7480612 | SCHLERK2K7 | 3801554 |
| PIPER PA28 | 7102814 | RAVEN S77 | 7480650 | SCHLERK8 | 3801559 |
| PIPER PA28 | 7102815 | RAWDONT1 | 7500102 | SCHLERK8 | 3801563 |
| PIPER PA28 | 7102816 | REIMS 150 | 7530110 | SCHLERK8 | 3801567 |
| PIPER PA28 | 7102817 | REIMS 150 | 7530128 | SCHLERK8 | 38019VK |
| PIPER PA28 | 7102818 | REIMS 150 | 7530132 | SCHLERK8 | 38019VL |
| PIPER PA28 | 7102819 | REIMS 150 | 7530134 | SCHLERKA6 | 3801525 |
| PIPER PA28 | 7102830 | REIMS 172 | 7530136 | SCHLERKA6 | 3801528 |
| PIPER PA30 | 7103002 | REIMS 172 | 7530139 | SCHLERKA6 | 3801530 |
| PIPER PA30 | 7103902 | REIMS 172 | 7530203 | SCHLERKA6 | 3801535 |
| PIPER PA31 | 7103102 | REIMS 172 | 7530204 | SCHLERKA6 | 3801537 |
| PIPER PA31 | 7103104 | REIMS 172 | 7530206 | SCHLERKA6 | 3801540 |
| PIPER PA31 | 7103105 | REIMS 172 | 7530207 | SCHLERKA6 | 3801542 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL
CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|---------------|---------|--------------|---------|--------------|---------|
| SCHLERKA6 | 3801545 | SKRSKYS58T | 8141803 | SPHRTHJANUS | 3802002 |
| SCHZOWMODEL B | 0560221 | SKRSKYS58T | 8141805 | SPHRTHNIMBUS | 3801923 |
| SCUZERSG2 | 8050207 | SKRSKYS58T | 8141807 | SPHRTHNIMBUS | 3801925 |
| SCWZERG164 | 3952704 | SKRSKYS58T | 8141840 | SPHRTHNIMBUS | 3801950 |
| SCWZERSG1 | 8050102 | SKRSKYS58T | 8141842 | SPHRTHNIMBUS | 38019V0 |
| SCWZERSG1 | 8050104 | SKRSKYS58T | 8141844 | SPHRTHNIMBUS | 38019VF |
| SCWZERSG1 | 8050106 | SKRSKYS61 | 8141826 | SPHRTHNIMBUS | 38019VG |
| SCWZERSG1 | 8050108 | SKRSKYS61 | 8142101 | SPHRTHNIMBUS | 38019VJ |
| SCWZERSG1 | 8050110 | SKRSKYS61 | 8142102 | SPHRTHS | 3801933 |
| SCWZERSG1 | 8050112 | SKRSKYS61 | 8142103 | SPHRTHS | 3801939 |
| SCWZERSG1 | 8050114 | SKRSKYS61 | 8142104 | SPHRTHSH1 | 3801945 |
| SCWZERSG1 | 8050116 | SKRSKYS61 | 8142107 | SPHRTHSHK | 3801920 |
| SCWZERSG1 | 8050118 | SKRSKYS61 | 814210C | SPHRTHVENTUS | 3802050 |
| SCWZERSG1 | 8050120 | SKRSKYS62 | 8142202 | SPHRTHVENTUS | 3802051 |
| SCWZERSG1 | 8050122 | SKRSKYS64 | 8142604 | SPORT GEOPEN | 3802433 |
| SCWZERSG1 | 8050124 | SKRSKYS70 | 8143000 | SPTPUZRF4D | 8451012 |
| SCWZERSG1 | 8050146 | SKRSKYS76 | 8143006 | SPTPUZRF5 | 8451014 |
| SCWZERSG1 | 8050147 | SKRSKYS76 | 8143007 | SPTPUZRF5 | 8451016 |
| SCWZERSG1 | 8050148 | SKRSKYS76 | 8143010 | STAR CAVALR | 8480102 |
| SCWZERSG1 | 8050149 | SLINDS100 | 0140202 | STAR CAVALR | 8480104 |
| SCWZERSG1 | 8050151 | SLINDS100 | 0140208 | STAR CAVALR | 8480106 |
| SCWZERSG1 | 8050153 | SLINDS100 | 9550102 | STATE F | 8521004 |
| SCWZERSG1 | 8050502 | SLINDS100 | 9550104 | STBROSS25 | 8100525 |
| SCWZERSG2 | 8050202 | SLINDSB | 0144306 | STBROSSC7 | 8100512 |
| SCWZERSG2 | 8050206 | SLINDSB | 0144308 | STBROSSD3 | 8100602 |
| SCWZERSG2 | 8050210 | SLINDSB | 4571008 | STBROSSD3 | 8100606 |
| SCWZERSG2 | 8050602 | SLNSBYKITE | 8320102 | STLOUSC2 | 7920304 |
| SCWZERSG2 | 8050604 | SLNSBYT45 | 8320304 | STLOUSYPT15 | 7920302 |
| SCWZERSG2 | 8050608 | SLNSBYT49 | 8321008 | STNSON10 | 8632002 |
| SCWZERSG2 | 8050610 | SLNSBYT50 | 8320402 | STNSON10 | 8632004 |
| SCWZERSG2 | 8050612 | SLNSBYT51 | 8320602 | STNSON10 | 8632102 |
| SCWZERSG2 | 8050614 | SLNSBYT53 | 8321508 | STNSON10 | 8632104 |
| SCWZERSG2 | 8051404 | SLNSBYT59 | 8321510 | STNSONG000 | 8630904 |
| SCWZERSG2 | 8051604 | SMITH 600 | 1710602 | STNSONA | 8630901 |
| SCWZERSG2 | 8051606 | SMITH 600 | 1710606 | STNSONJR | 8630402 |
| SCWZERSGM2 | 8050301 | SMITH 600 | 8360602 | STNSONJR | 8630404 |
| SCWZERTG3A | 8050902 | SMITH 600 | 8360604 | STNSONJR | 8630406 |
| SEMCO 30 | 8070504 | SMITH 600 | 8360605 | STNSONL1 | 8630102 |
| SEMCO CLNGER | 8070802 | SMITH 600 | 8360606 | STNSONL1 | 8630114 |
| SEMCO MARKV | 8071802 | SMITH 600 | 8360608 | STNSONL5 | 8630202 |
| SEMCO MODEL T | 8071701 | SNIAS 350 | 8680801 | STNSONL5 | 8630204 |
| SEMCO TC4 | 8071408 | SNIAS 350 | 8680802 | STNSONL5 | 8630206 |
| SEMCO TC4 | 8071409 | SNIAS 350 | 8680803 | STNSONL5 | 8630210 |
| SI0UX 60 | 8250102 | SNIAS 350 | 8680804 | STNSONL5 | 8630212 |
| SI0UX 90 | 8250106 | SNIAS AS332 | 8680808 | STNSONL5 | 8630214 |
| SIREN C30 | 8270302 | SNIAS AS332 | 8680809 | STNSONSM2 | 8630604 |
| SKRSKYS39 | 8140502 | SNIAS CONCRD | 8690102 | STNSONSM7 | 8630702 |
| SKRSKYS39 | 8140504 | SNIAS SA318 | 8680506 | STNSONSM7 | 8630704 |
| SKRSKYS51 | 8141102 | SNIAS SA318 | 8680508 | STNSONSM8 | 8630802 |
| SKRSKYS52 | 8141306 | SNIAS SA318 | 8680511 | STNSONSR10 | 8631602 |
| SKRSKYS52 | 8141308 | SNIAS SA330 | 8680612 | STNSONSR10 | 8631604 |
| SKRSKYS55 | 8141602 | SNIAS SA341 | 8680610 | STNSONSR10 | 8631608 |
| SKRSKYS55 | 8141603 | SNIAS SE313 | 8680502 | STNSONSR10 | 8631614 |
| SKRSKYS55 | 8141604 | SOCATAMS880 | 5910304 | STNSONSR10 | 8631616 |
| SKRSKYS55 | 8141606 | SOCATAMS893 | 8402838 | STNSONSR10 | 8631620 |
| SKRSKYS55 | 8141800 | SOCATAMS894 | 8402842 | STNSONSR5 | 8631102 |
| SKRSKYS58 | 8141801 | SOCATARALLYE | 8400125 | STNSONSR5 | 8631104 |
| SKRSKYS58 | 8141804 | SOCATARALLYE | 8400131 | STNSONSR5 | 8631108 |
| SKRSKYS58 | 8141806 | SOCATATB10 | 8680696 | STNSONSR5 | 8631110 |
| SKRSKYS58 | 8141808 | SOCATATB20 | 8680695 | STNSONSR5 | 8631112 |
| SKRSKYS58 | 8141809 | SPARTN7W | 8430302 | STNSONSR6 | 8631202 |
| SKRSKYS58 | 8141811 | SPARTNC2 | 8430102 | STNSONSR6 | 8631204 |
| SKRSKYS58 | 8141814 | SPARTNC3 | 8430206 | STNSONSR7 | 8631304 |
| SKRSKYS58 | 8141815 | SPARTNC3 | 8430208 | STNSONSR7 | 8631306 |
| SKRSKYS58 | 8141821 | SPARTNC3 | 8430210 | STNSONSR8 | 8631404 |
| SKRSKYS58 | 8141837 | SPHRTHCIRRUS | 38019VC | STNSONSR8 | 8631408 |
| SKRSKYS58 | 8141839 | SPHRTHCIRRUS | 38019VE | STNSONSR8 | 8631412 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|--------------|---------|--------------|---------|--------------|---------|
| STNSNSR8 | 8631416 | TCRAFTBC | 8850323 | UNIVACGC1 | 9230110 |
| STNSNSR9 | 8631502 | TCRAFTBC | 8850324 | UNIVACGC1 | 9230112 |
| STNSNSR9 | 8631504 | TCRAFTBC | 9230916 | UNIVAR108 | 9230402 |
| STNSNSR9 | 8631508 | TCRAFTBC | 9230920 | UNIVAR108 | 9230404 |
| STNSNSR9 | 8631518 | TCRAFTBC | 9230928 | UNIVAR108 | 9230406 |
| STNSNSR9 | 8631526 | TCRAFTBF | 8850326 | UNIVAR108 | 9230408 |
| STNSONV77 | 8631802 | TCRAFTBF | 8850332 | UNIVAR108 | 9230412 |
| STNSONV77 | 8631804 | TCRAFTBF | 8850336 | UNIVAR108 | 9230414 |
| STNSONW | 8631902 | TCRAFTBF | 8850340 | UNIVAR108 | 9230416 |
| STOLACUC1 | 8640202 | TCRAFTBL | 8850346 | UNIVAR108 | 9230418 |
| STOLACUC1 | 9220102 | TCRAFTBL | 8850350 | UNIVAR415 | 0420104 |
| STOLAMRC3 | 3080202 | TCRAFTBL | 8850354 | UNIVAR415 | 0420202 |
| STOLAMRC3 | 3080204 | TCRAFTBL | 8850356 | UNIVAR415 | 0420204 |
| STOLAMRC3 | 3080206 | TCRAFTTC6 | 8850102 | UNIVAR415 | 0420302 |
| STRMAN3 | 8560202 | TEAL TSC1A | 8880102 | UNIVAR415 | 0420304 |
| STRMAN3 | 8560208 | TEAL TSC1A | 8960404 | UNIVAR415 | 0420306 |
| STRMAN4 | 8560302 | TEMCO 11A | 8890402 | UNIVAR415 | 0420308 |
| STRMAN4 | 8560306 | TEMCO 11A | 8890404 | UNIVAR415 | 0420310 |
| STRMANG | 8560402 | TEMCO T35 | 8890601 | UNIVAR415 | 0420312 |
| SUD GY80 | 8681006 | TEMCO T35 | 8890602 | UNIVAR415 | 0420314 |
| SUD SE210 | 8680206 | TEMCO TT1 | 8890502 | UNIVAR415 | 0420316 |
| SUPAC 14 | 8730402 | TH55 | 4471002 | UNIVAR415 | 0420318 |
| SUPAC 14 | 8730404 | THUNDRA5 | 05604UK | UNIVAR415 | 0420320 |
| SUPAC LA | 8730202 | THUNDRA5 | 05604UM | UNIVAR415 | 0420322 |
| SUPAC LA | 8730204 | THUNDRA5 | 05604UN | UNIVAR415 | 0420324 |
| SUPAC LA | 8730206 | THUNDRA5 | 05604UP | UNIVAR415 | 0420326 |
| SUPAC LA | 8730208 | THUNDRA5 | 8970100 | UNIVAR415 | 0420328 |
| SUPAC V | 8730302 | THUNDRA6 | 8970102 | UNIVAR415 | 0420330 |
| SUPAC V | 8730306 | THUNDRA6 | 8970104 | UNIVAR415 | 0420332 |
| SUPAC V | 8730308 | THUNDRA7 | 8970105 | UNIVAR415 | 0420334 |
| SWALOWSWALOW | 8760102 | THUNDRA7 | 8970106 | UNIVAR415 | 0420336 |
| SWALOWTP | 8760202 | THUNDRA7 | 8970107 | UNIVAR415 | 0420338 |
| SWRNGNSA226 | 8780122 | THUNDRA7 | 8970108 | UNIVAR415 | 0420402 |
| SWRNGNSA226 | 8780404 | THUNDRA7 | 8970110 | UNIVAR415 | 0420406 |
| SWRNGNSA226 | 8780405 | THUNDRA7 | 8970120 | UNIVAR415 | 0420502 |
| SWRNGNSA226 | 8780406 | THUNDRA8 | 8970111 | UNIVAR415 | 0420504 |
| SWRNGNSA227 | 8780603 | THUNDRA8 | 8970112 | UNIVAR415 | 0420702 |
| SWRNGNSA227 | 8780610 | THUNDRA9 | 8970115 | UNIVAR415 | 0420722 |
| SWRNGNSA227 | 8780620 | TIMM COLEGT | 8980102 | UNIVAR415 | 0540102 |
| SWRNGNSA26 | 8780102 | TIMM N2T | 8980202 | UNIVAR415 | 0540104 |
| SWRNGNSA26 | 8780112 | TMPSONNAVION | 6150104 | UNIVAR415 | 5872014 |
| SZD 41 | 8821641 | TMPSONNAVION | 6150112 | UNIVAR415 | 5872018 |
| SZD 45 | 8822002 | TMPSONNAVION | 6150114 | VARGA 2150 | 5940202 |
| SZD 48 | 8821648 | TMPSONNAVION | 6150120 | VARGA 2150 | 5940204 |
| TCRAFTK21 | 8850906 | TMPSONNAVION | 6150122 | VARGA 2150 | 9350102 |
| TCRAFTKD | 8850402 | TMPSONNAVION | 6150130 | VARGA 2180 | 9350104 |
| TCRAFTKD | 8850404 | TOMCAT | 2390302 | VARGA 2180 | 9350105 |
| TCRAFTKD | 8850408 | TRYTEK65 | 0190406 | VICKER668 | 9470706 |
| TCRAFTKD | 8850410 | TRYTEK65 | 0190712 | VICKER745 | 9470204 |
| TCRAFTKD | 8850412 | TRYTEK65 | 0190716 | VICKER745 | 9470402 |
| TCRAFTKD | 8850414 | TRYTEK65 | 0190920 | VICKER745 | 9470404 |
| TCRAFTKD | 8850415 | TRYTEK65 | 0190922 | VICKER745 | 9470602 |
| TCRAFTKD | 8850416 | TRYTEK65 | 0190926 | VICKER745 | 9470605 |
| TCRAFTKD | 8850420 | TRYTEK65 | 0190928 | VIKINGB | 9520102 |
| TCRAFT15A | 8850702 | TRYTEK65 | 0190930 | VIKINGB | 9520104 |
| TCRAFT20 | 8851002 | TRYTEK65 | 0190932 | VIZOLAA21 | 1870101 |
| TCRAFTA | 8850202 | TRYTEKCF | 0190202 | VLGTBWSAGITA | 0550201 |
| TCRAFTBC | 8850302 | TRYTEKK | 0190402 | VOUGHTF4U | 2152608 |
| TCRAFTBC | 8850304 | TRYTEKK | 0190404 | VOUGHTF4U | 2152616 |
| TCRAFTBC | 8850306 | TRYTEKKC | 0190204 | WACO 125 | 9600202 |
| TCRAFTBC | 8850308 | UNIPRO113 | 9250302 | WACO 9 | 9600102 |
| TCRAFTBC | 8850310 | UNIPRO70 | 9250202 | WACO AGC8 | 9600602 |
| TCRAFTBC | 8850314 | UNIPROD145 | 9250502 | WACO ASO | 9601202 |
| TCRAFTBC | 8850316 | UNIVACGC1 | 9230102 | WACO ATO | 9601212 |
| TCRAFTBC | 8850318 | UNIVACGC1 | 9230104 | WACO AVN8 | 9601402 |
| TCRAFTBC | 8850320 | UNIVACGC1 | 9230106 | WACO BSO | 9601204 |
| TCRAFTBC | 8850322 | UNIVACGC1 | 9230108 | WACO CRG | 9601001 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL
CODES (CONTINUED)

| SDR | FAA | SDR | FAA | SDR | FAA |
|-----------|------|---------|-----------|---------|-----|
| WACO | CSO | 9601206 | WTHRLY201 | 9630406 | |
| WACO | CTO | 9601214 | WTHRLY201 | 9630408 | |
| WACO | DSO | 9601208 | WTHRLY201 | 9630410 | |
| WACO | EGC | 9600610 | WTHRLY620 | 9630602 | |
| WACO | GC7 | 9600608 | WTHRLY620 | 9630604 | |
| WACO | GXE | 9600702 | ZENITHZ6 | 9950102 | |
| WACO | INF | 9600416 | ZLIN 526 | 9970212 | |
| WACO | JC | 9600802 | ZLIN 526 | 9970222 | |
| WACO | JC | 9600806 | | | |
| WACO | JYM | 9601504 | | | |
| WACO | KNF | 9600418 | | | |
| WACO | P | 9600302 | | | |
| WACO | P | 9600402 | | | |
| WACO | Q | 9600408 | | | |
| WACO | Q | 9600504 | | | |
| WACO | Q | 9601210 | | | |
| WACO | QC6 | 9600640 | | | |
| WACO | QC6 | 9600642 | | | |
| WACO | QC6 | 9600644 | | | |
| WACO | QC6 | 9600646 | | | |
| WACO | QC6 | 9600648 | | | |
| WACO | R | 9600304 | | | |
| WACO | R | 9600422 | | | |
| WACO | RE | 9600902 | | | |
| WACO | RE | 9600906 | | | |
| WACO | RE | 9600910 | | | |
| WACO | RPT | 9600340 | | | |
| WACO | S3HD | 9601102 | | | |
| WACO | U | 9600306 | | | |
| WACO | U | 9600404 | | | |
| WACO | U | 9600405 | | | |
| WACO | U | 9600508 | | | |
| WACO | U | 9600510 | | | |
| WACO | UC | 9600662 | | | |
| WACO | UC | 9600664 | | | |
| WACO | UKC | 9600808 | | | |
| WACO | UKC | 9600810 | | | |
| WACO | UKC | 9600820 | | | |
| WACO | UKC | 9600822 | | | |
| WACO | UKS | 9600824 | | | |
| WACO | UKS | 9600826 | | | |
| WACO | UKS | 9600830 | | | |
| WACO | UMF | 9600410 | | | |
| WACO | UPF7 | 9601302 | | | |
| WACO | UPF7 | 9601304 | | | |
| WACO | YK | 9600816 | | | |
| WACO | YK | 9600818 | | | |
| WACO | YK | 9600832 | | | |
| WACO | YK | 9600834 | | | |
| WACO | YK | 9600835 | | | |
| WACO | YK | 9600838 | | | |
| WACO | YMF | 9600412 | | | |
| WACO | YOC | 9600622 | | | |
| WACO | YOC | 9600624 | | | |
| WACO | YPF | 9601602 | | | |
| WACO | YPF | 9601604 | | | |
| WACO | YPF | 9601606 | | | |
| WACO | YPF | 9601608 | | | |
| WACO | YPF | 9601610 | | | |
| WACO | ZGC | 9600609 | | | |
| WACO | ZGC8 | 9600604 | | | |
| WESTLD30 | | 9650160 | | | |
| WHITE D25 | | 9670102 | | | |
| WING D1 | | 9690302 | | | |
| WNDKR AC7 | | 9720209 | | | |
| WSK M18 | | 9810102 | | | |
| WTHRLY201 | | 9630404 | | | |

APPENDIX E
SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODES

THE FOLLOWING TABLE SHOWS THE CORRESPONDENCE BETWEEN THE SERVICE DIFFICULTY REPORTING (SDR) ENGINE GROUP NAMES AND THE FAA ENGINE MANUFACTURER/MODEL/SERIES (MMS) CODES AND APPEARS IN ALPHABETICAL ORDER BY SDR NAME. THE SDR NAMES COMBINE MMS CODES FOR AIRCRAFT OF SIMILAR DESIGN INTO GROUPS FOR ANALYTIC PURPOSES. THE TABLE CONTAINS ENTRIES FOR ALL THE SDR NAMES APPEARING IN THE ENGINE STATISTICS TABLE IN THE BODY OF THIS REPORT.

TABLE E-1. SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODES

| SDR | FAA | SDR | FAA | SDR | FAA |
|--------------|-------|--------------|-------|-------------|-------|
| ALLSN 250B | 03003 | FRNKLN6A8215 | 27030 | LYC R680 | 41540 |
| ALLSN 250B | 03012 | FRNKLN6AG4 | 27026 | LYC R680 | 41541 |
| ALLSN 250C | 03002 | FRNKLN6AV335 | 27020 | LYC R680 | 41542 |
| ALLSN 250C | 03011 | FRNKLN6AV350 | 27043 | LYC R680 | 41543 |
| ALLSN 250C | 03013 | FRNKLN6V4 | 27033 | LYC R680 | 41544 |
| ALLSN 501D | 03004 | FRNKLN6V6245 | 27036 | LYC R680 | 41545 |
| ALLSN 501D | 03005 | FRNKLN6VS335 | 27040 | LYC T53 | 41552 |
| ALLSN 501D | 03006 | GARRTTATF3 | 29002 | LYC T55 | 41555 |
| AMES TRS | 04501 | GARRTTTPE331 | 01514 | MNASCOC4 | 43504 |
| AMTR 430 | 19050 | GE CF6 | 30020 | PCKARDV1650 | 49001 |
| AMTRMCMCCULH | 42501 | GE CF700 | 30010 | PIGMAN5 | 37002 |
| ARSRCHTFE731 | 01518 | GE CJ610 | 30002 | PORSCH6784 | 51001 |
| ARSRCHTPE331 | 01502 | GE CJ610 | 30006 | PWA JFTD12 | 52047 |
| ARSRCHTPE331 | 01506 | GE CJ805 | 30004 | PWA JT12 | 52042 |
| ARSRCHTPE331 | 01508 | GE CJ805F | 30005 | PWA JT15 | 52060 |
| ARSRCHTPE331 | 01510 | GE CT58 | 30001 | PWA JT15 | 52112 |
| ARSRCHTPE331 | 01512 | GE CT58 | 30008 | PWA JT3C | 52036 |
| ARSRCHTSE331 | 01505 | GE CT7TP | 30030 | PWA JT3D | 52039 |
| BRSDLYGIPSY | 20003 | GE CT7TS | 30029 | PWA JT4 | 52037 |
| CFMINTCFM56 | 13802 | GLADENB5 | 37501 | PWA JT8 | 52044 |
| CONT 6285 | 17038 | GLADENK5 | 37503 | PWA JT8 | 52046 |
| CONT 975 | 17037 | GLADENR5 | 37504 | PWA JT8 | 52048 |
| CONT A40 | 17001 | GULF R670 | 31701 | PWA JT8 | 52049 |
| CONT A50 | 17002 | JACOBPR755 | 35006 | PWA JT8 | 52051 |
| CONT A65 | 17003 | JACOBPR755 | 35007 | PWA JT9 | 52050 |
| CONT A75 | 17005 | JACOBPR755 | 35008 | PWA PT6 | 52043 |
| CONT A80 | 17006 | JACOBPR755 | 35003 | PWA PT6 | 52053 |
| CONT C125 | 17011 | JACOBPR755 | 35005 | PWA PT6T | 52045 |
| CONT C145 | 17012 | LYC AL5512 | 41581 | PWA R1340 | 52009 |
| CONT C85 | 17008 | LYC ALF502 | 41580 | PWA R1340 | 52010 |
| CONT C90 | 17009 | LYC LTS101 | 41560 | PWA R1340 | 52012 |
| CONT E165 | 17013 | LYC 0145 | 41501 | PWA R1340 | 52016 |
| CONT E185 | 17014 | LYC 0145 | 41502 | PWA R1690 | 52001 |
| CONT E225 | 17015 | LYC 0145 | 41503 | PWA R1830 | 52017 |
| CONT 0200 | 17020 | LYC 0235 | 41505 | PWA R1830 | 52018 |
| CONT 0300 | 17022 | LYC 0290 | 41506 | PWA R1830 | 52019 |
| CONT 0300 | 17024 | LYC 0320 | 41500 | PWA R1830 | 52020 |
| CONT 0346 | 17033 | LYC 0320 | 41508 | PWA R2000 | 52021 |
| CONT 0360 | 17023 | LYC 0320 | 41509 | PWA R2000 | 52023 |
| CONT 0360 | 17025 | LYC 0340 | 41510 | PWA R2800 | 52024 |
| CONT 0470 | 17026 | LYC 0360 | 41511 | PWA R2800 | 52025 |
| CONT 0470 | 17027 | LYC 0360 | 41513 | PWA R2800 | 52026 |
| CONT 0470 | 17028 | LYC 0360 | 41514 | PWA R4360 | 52027 |
| CONT 0470 | 17029 | LYC 0360 | 41515 | PWA R985 | 52006 |
| CONT 0520 | 17032 | LYC 0360 | 41522 | PWA R985 | 52007 |
| CONT 0520 | 17035 | LYC 0360 | 41524 | PWA R985 | 52008 |
| CONT 0520 | 17040 | LYC 0435 | 41516 | PWA T34 | 52055 |
| CONT 0526 | 17030 | LYC 0435 | 41517 | RROYCEDART | 54504 |
| CONT R670 | 17016 | LYC 0435 | 41518 | RROYCEDART | 54505 |
| CONT R670 | 17018 | LYC 0435 | 41519 | RROYCEDART | 54506 |
| DHAVXXGIPSY | 20004 | LYC 0435 | 41520 | RROYCEDART | 54507 |
| ENMA GIV | 22000 | LYC 0435 | 41521 | RROYCEDART | 54508 |
| FCD 6410 | 26002 | LYC 0435 | 41523 | RROYCEGIPSY | 54509 |
| FCD 6440 | 26003 | LYC 0435 | 41525 | RROYCEGIPSY | 54510 |
| FRNKLN4A235 | 27011 | LYC 0435 | 41526 | RROYCEGIPSY | 54511 |
| FRNKLN4AC150 | 27002 | LYC 0435 | 41527 | RROYCEGIPSY | 54512 |
| FRNKLN4AC150 | 27003 | LYC 0480 | 41529 | RROYCEGIPSY | 54513 |
| FRNKLN4AC150 | 27004 | LYC 0480 | 41530 | RROYCEGIPSY | 54514 |
| FRNKLN4AC171 | 27005 | LYC 0540 | 41531 | RROYCEGIPSY | 54515 |
| FRNKLN4AC176 | 27006 | LYC 0540 | 41532 | RROYCEGIPSY | 54516 |
| FRNKLN4AC176 | 27007 | LYC 0540 | 41533 | RROYCEGIPSY | 54517 |
| FRNKLN4AC199 | 27008 | LYC 0540 | 41534 | RROYCEGIPSY | 54518 |
| FRNKLN4AC199 | 27009 | LYC 0540 | 41535 | RROYCEGIPSY | 54519 |
| FRNKLN4AC199 | 27010 | LYC 0540 | 41536 | RROYCEGIPSY | 54520 |
| FRNKLN6A4150 | 27024 | LYC 0541 | 41537 | RROYCEGIPSY | 54521 |
| FRNKLN6A4165 | 27025 | LYC 0541 | 41538 | RROYCEGIPSY | 54522 |
| FRNKLN6A4200 | 27027 | LYC 0541 | 41539 | RROYCEGIPSY | 54523 |

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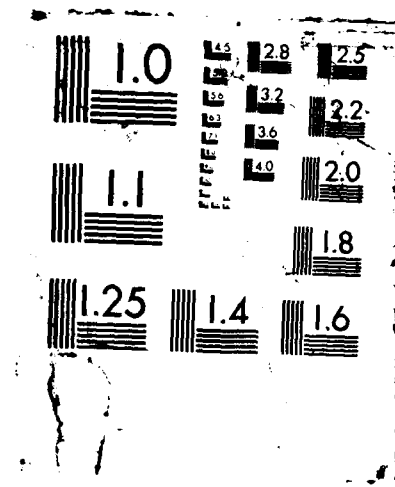
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